NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[1,2]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2,3]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[1,2]**
VOR-A[1,3]
VOR/DME Rwy 13[2,4]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31[1]**
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10[1]**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15[1]**
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3. LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27[1]**
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22[1]**
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **RNAV (GPS) Rwy 35[1]**
VOR-A[2]
[1]NA when local weather not available.
[2]Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25[1]**
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]

NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET FIELD ..... **ILS or LOC/DME Rwy 16R[1]**
ILS or LOC/DME Rwy 16L[1]
RNAV (GPS) Rwy 34R[2]
VOR-A[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY ..... **ILS or LOC Rwy 34[1][2]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/ GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID

GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]

NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID

FRIEDMAN MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Y Rwy 2[3]
RNAV (GPS) Y Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8[1]**
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B[1]**
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16[1]**
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14[12]**
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Z Rwy 11[1]**
RNAV (GPS)-D[2]
RNAV (GPS) Y Rwy 11[34]
RNAV (RNP) Z Rwy 11[2],800-2½
VOR/DME-A[5]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.
[3]NA when local weather not available.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, 2000-2; Categories C, D, 2000-3.
[6]Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R[1]**
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON
RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]
[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]
[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]
[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[5]
RNAV (GPS) Rwy 12[6]
RNAV (GPS) Rwy 28L[5]
RNAV (GPS) Rwy 28R[5]
VOR/DME Rwy 21[5]
VOR-A[7]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A, B, C, 900-2; Category D, 1000-3; Category E, 1200-3.
[3]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3; Category E, 1200-3. LOC, Category D, 1000-3; Category E, 1200-3.
[4]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]NA when local weather not available.
[7]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,**800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22[1]**
VOR/DME Rwy 22[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22[1]**
VOR/DME Rwy 22[2]
[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16[1]**
RNAV (GPS) Y Rwy 16[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19[1]**
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]
[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28
NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**
NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31[12]**
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]
[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**
Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

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CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA) ELEV **6159**

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	**6321**/24	200	(200-½)				
ASR	9		ABC	**6500**-1	357	(400-1)	DE	**6500**-1¼	357	(400-1¼)
	27		ABC	**6520**/24	399	(400-½)	DE	**6520**/50	399	(400-1)
CIR	ALL		AB	**6660**-1	501	(600-1)	C	**6660**-1½	501	(600-1½)
			D	**6720**-2	561	(600-2)	E	**6960**-2¾	801	(900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF),

FORT LEWIS, WA (Amdt 1 10210 USA) **ELEV 300**

RADAR - (E) 128.2 139.925 239.0 317.4 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	15	3.0°/55/853	ABCD	**499**/24	200	(200-½)
	33	3.0°/39/729	ABCD	**500**-½	200	(200-½)

[1]Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6
Contact Seattle approach for vectors to Final on 120.1 290.9
Missed Approach:
Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA) **ELEV 193**

A J EISENBERG

RADAR - 118.2 285.65 ▽ △NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	7		AB	620-1	427	(500-1)
			CD	NA		
CIR	All Rwy		A	620-1	427	(500-1)
			B	660-1	467	(500-1)
			CD	NA		

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN) **ELEV 47**

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	14[5 12]	3.0°/48/947	ABCDE	**139**-¼	100	(100-¼)
	32[7 14]	3.0°/34/772	ABCDE	**297**-½	250	(300-½)
	7[3 11]	3.0°/50/961	ABCDE	**125**-½	100	(100-½)
	25[2 13]	3.0°/40/718	ABCDE	**228**-½	200	(200-½)
W/O GS	7		ABCDE	**300**-1	275	(300-1)
	14[7 12]		AB	**360**-½	321	(400-½)
			CDE	**360**-¾	321	(400-¾)
	32[8 10]		ABC	**500**-¾	453	(500-¾)
			DE	**500**-1	453	(500-1)
	25[6 13]		AB	**620**-½	593	(600-½)
			C	**620**-1	593	(600-1)
			D	**620**-1¼	593	(600-1¼)
			E	**620**-1½	593	(600-1½)
ASR	7[11]		AB	**460**-1	435	(500-1)
			C	**460**-1¼	435	(500-1¼)
			DE	**460**-1½	435	(500-1½)
	14[4 12]		AB	**620**-½	581	(600-½)
			C	**620**-1	581	(600-1)
			D	**620**-1¼	581	(600-1¼)
			E	**620**-1½	581	(600-1½)
	32[8 12]		AB	**680**-½	633	(700-½)
			C	**680**-1¼	633	(700-1¼)
			D	**680**-1½	633	(700-1½)
			E	**680**-1¾	633	(700-1¾)

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WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25[10 11]	A	**780**-½	753	(800-½)
	B	**780**-¾	753	(800-¾)
	C	**780**-1¾	753	(800-1¾)
	D	**780**-2	753	(800-2)
	E	**780**-2¼	753	(800-2¼)
CIRCLING 7, 14, 25, 32[9]	A	**740**-1	693	(700-1)
	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)
CIRCLING 25[9]	A	**780**-1	733	(800-1)
ASR	B	**800**-1¼	753	(800-1¼)
	C	**800**-2¼	753	(800-2¼)
	D	**860**-2¾	813	(900-2¾)
	E	**1120**-3	1073	(1100-3)

[1]No-NOTAM MP: PAR 1600-0800Z++ Mon. [2]When ALS inop, increase vis CAT ABCDE to ¾ mile. [3]Missed approach minimum climb rate 226'/NM until reaching 3000. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [5]When ALS inop, increase CAT ABCDE vis to ½ mile. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. [7]When ALS inop, increase vis CAT ABCDE to 1 mile. [8]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. [9]When Circling to RWY 32, increase vis CAT A to 1¼ mile. [10]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. [11]Amdt 1. [12]Amdt 2. [13]Amdt 3. [14]Amdt 4.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...
...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31,** 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT

BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID

BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT

GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA

BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

DEER PARK, WA

DEER PARK (DEW)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)
AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD (EUG)
AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb heading 163° to 1000 then climbing right turn...**Rwys 34L, 34R,** climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L,** multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. **Rwy 16R,** tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. **Rwy 34L,** tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. **Rwy 34R,** tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.
DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS
TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098
Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.
TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL
NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.
DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.
NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.
NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY
DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.
NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

23 SEP 2010 to 21 OCT 2010

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

23 SEP 2010 to 21 OCT 2010

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR

ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT

POPLAR MUNI (PO1)
ORIG 10266 (FAA)

NOTE: **Rwy 9,** trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

23 SEP 2010 to 21 OCT 2010
23 SEP 2010 to 21 OCT 2010

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 355' per NM to 700. **Rwy 10L,** std. w/ min. climb of 280' per NM to 2900. **Rwy 10R,** std. w/ min. climb of 265' per NM to 2900. **Rwy 21,** std. w/ min. climb of 290' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. **Rwy 10L,** vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. **Rwy 10R,** pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. **Rwy 21,** trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. **Rwy 28L,** trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. **Rwy 28R,** building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME…

…all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ... ...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)
AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)
AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

23 SEP 2010 to 21 OCT 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)
AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

23 SEP 2010 to 21 OCT 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . .

. . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . .

. . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

SPOKANE, WA

FELTS FIELD (SFF)
AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)
AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 190° and GEG R-010 to GEG VORTAC. Thence...**Rwy 7,** climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence...**Rwy 21,** climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...**Rwy 25,** climbing left turn heading 176° and GEG R-356 to GEG VORTAC. Thence...

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)
AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

23 SEP 2010 to 21 OCT 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

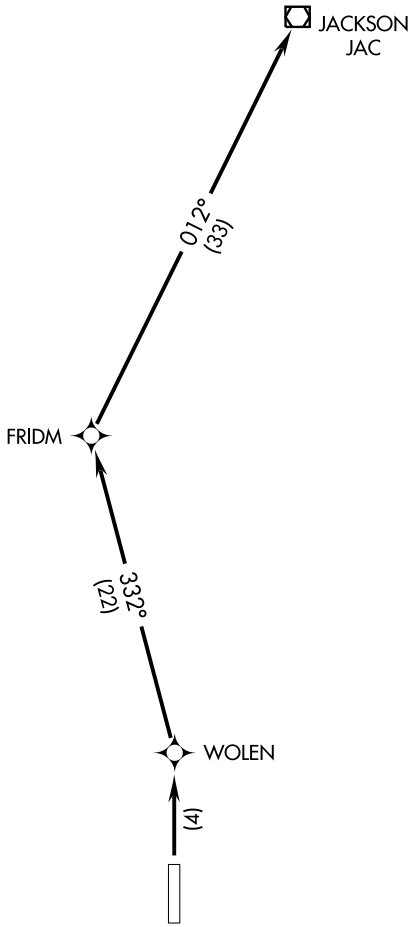
YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

AFTON TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



NOTE: Chart not to scale.

NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS
Rwy 34: Standard with minimum climb of 330 feet per NM to 10700.
Rwy 16: NA- Obstacles.

TAKE-OFF OBSTACLE NOTES
Rwy 34: Tree 1054 feet from DER, 605 feet right of centerline, 40′ AGL/6241′ MSL.
Tree 1703 feet from DER, 235 feet right of centerline, 40′ AGL/6259′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 13000 direct WOLEN, and via 332° track to FRIDM, then via 012° track to JAC VOR/DME.

NW-1, 23 SEP 2010 to 21 OCT 2010

AFTON MUNI (AFO) 1 SW UTC−7(−6DT) N42°42.53′ W110°56.53′ — SALT LAKE CITY H–3E, L–11D IAP

6221 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE CPR

RWY 16–34: H7025X75 (ASPH) S–24 MIRL 0.5% up S

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole. Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡. Fuel 24 hr credit card svc avbl. Snowbanks 4′ to 7′ along rwys and taxiways edges from Oct–May with slick spots all surfaces. All twys marked with reflective markers. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES—AWOS–3 119.025 (307) 885–2654.

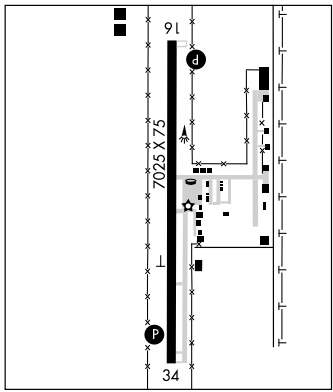
COMMUNICATIONS: CTAF/UNICOM 122.8

BIG PINEY RCO 122.3 (CASPER RADIO)

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ 266° 37.7 NM to fld. 6960/16E.



ALPINE (46U) 1 NW UTC−7(−6DT) N43°11.08′ W111°02.55′ — SALT LAKE CITY H–3E, L–11D

5634 **FUEL** 100LL TPA—6634(1000) NOTAM FILE CPR

RWY 13–31: H5850X50 (ASPH) S–5

RWY 13: Rgt tfc.

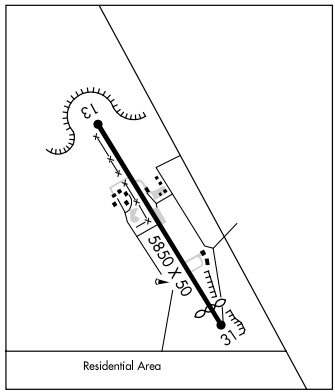
RWY 31: Thld dsplcd 400′. Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Fuel avbl by 24 hr credit card service. Birds on and invof arpt. Glider ops invof arpt, including tfc pat. Fences, buildings and trees within 120′ N and S of centerline first 4100′ Rwy 31.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 058° 73.3 NM to fld. 4433/17E.



ANTELOPE GAP N42°01.82′ W104°44.58′ — CHEYENNE L–12F

RCO 122.2 (CASPER RADIO)

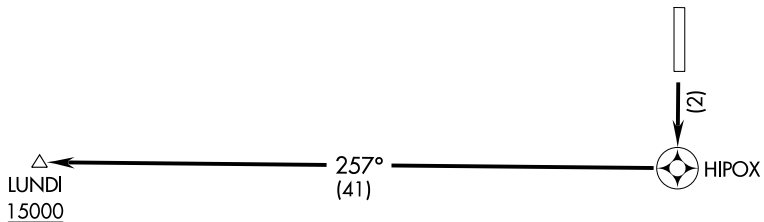
BIG PINEY N42°34.77′ W110°06.55′ NOTAM FILE BPI. — SALT LAKE CITY H–3D, L–11D

(H) VORW/DME 116.5 BPI Chan 112 at Miley Mem Fld. 6960/16E.

RCO 122.3 (CASPER RADIO)

LUNDI TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 16: Standard with minimum climb of 515 feet per NM to 10400.
Rwy 34: NA- obstacles.

TAKE-OFF OBSTACLE NOTES
Rwy 16: Tree 1807 feet from DER, 298 feet right of centerline, 40′ AGL/6277′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.

NW-1, 23 SEP 2010 to 21 OCT 2010

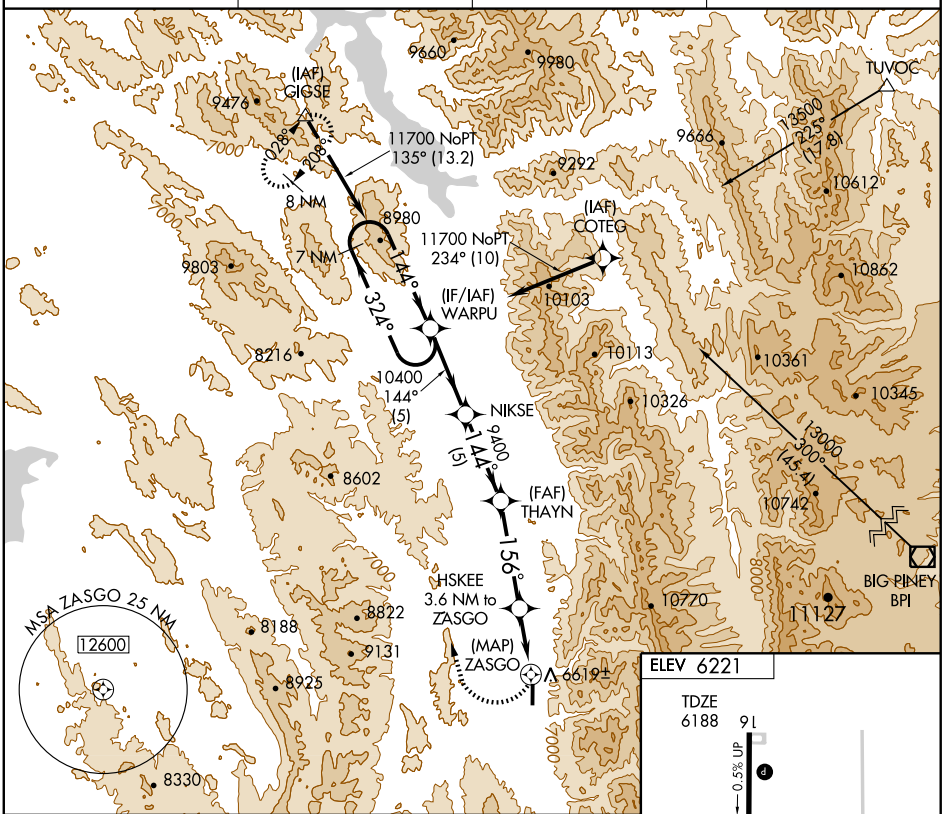
APP CRS	Rwy ldg	7025
156°	TDZE	6188
	Apt Elev	6221

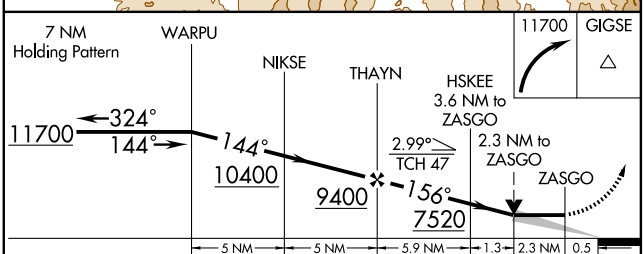
RNAV (GPS) RWY 16
AFTON MUNI (AFO)

DME/DME RNP -0.3 NA.
If local altimeter setting not received, procedure NA.
Circling NA east of Rwy 16-34.

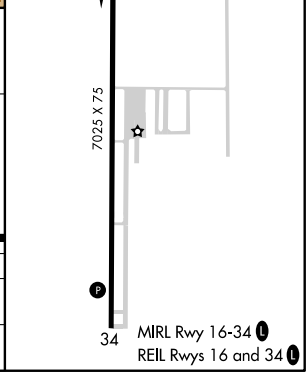
MISSED APPROACH: Climbing right turn to 11700 direct GIGSE and hold. When authorized by ATC, climb-in-hold to 15000.

AWOS-3	SALT LAKE CENTER	CASPER RADIO	UNICOM
119.025	128.35 381.6	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7140-1¼ 952 (1000-1¼)	7140-1½ 952 (1000-1½)	7140-3 952 (1000-3)	NA
CIRCLING	7140-1¼ 919 (1000-1¼)	7140-1½ 919 (1000-1½)	7140-3 919 (1000-3)	NA



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

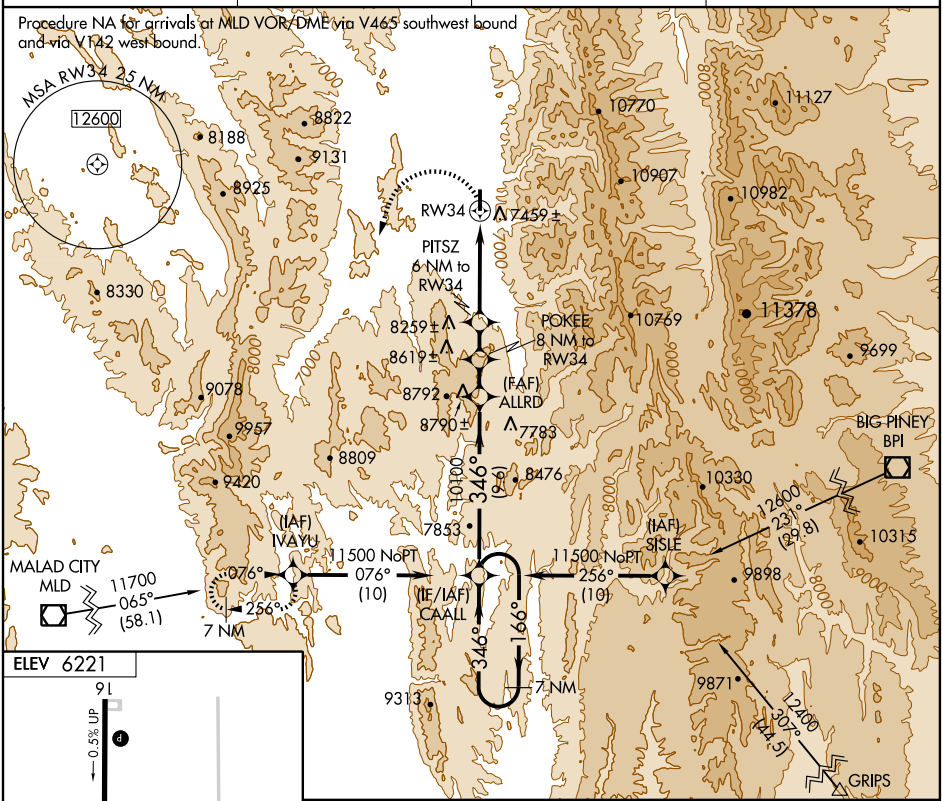
APP CRS	Rwy ldg	7025
346°	TDZE	6221
	Apt Elev	6221

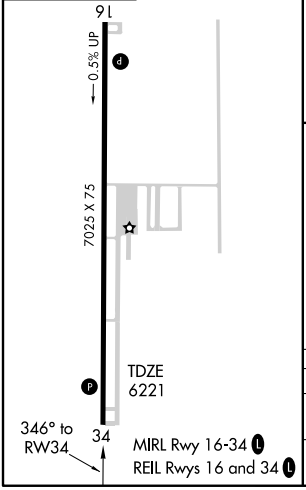
RNAV (GPS) RWY 34
AFTON MUNI (AFO)

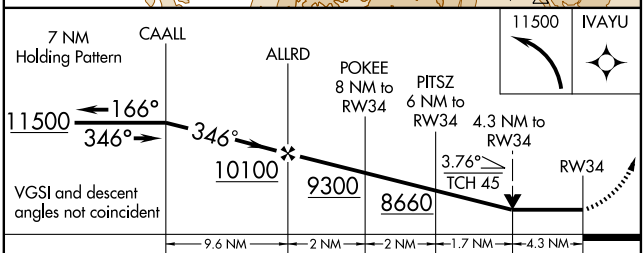
DME/DME RNP- 0.3 NA.
Circling NA east of Rwy 16-34
Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11500 direct IVAYU and hold.

AWOS-3	SALT LAKE CENTER	CASPER RADIO	UNICOM
119.025	128.35 381.6	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA
CIRCLING	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

BIG PINEY

MILEY MEM FLD (BPI) 3 N UTC−7(−6DT) N42°35.11′ W110°06.67′

SALT LAKE CITY
H–3E, L–11D
IAP

6990 B S2 **FUEL** 100LL, JET A NOTAM FILE BPI

RWY 13–31: H6803X75 (ASPH–PFC) S–22, D–33.6 MIRL 0.7% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 08–26: 3300X140 (TURF—DIRT) 0.5% up W

RWY 08: Pole.

AIRPORT REMARKS: Attended 1400–0200Z‡. Fuel 24 hr credit card svc avbl. For assistance call 307–276–4299. For FBO svc after hrs call 307–749–1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08–26 no line of sight between rwy ends. 3′ to 5′ snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000′ rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31—122.7.

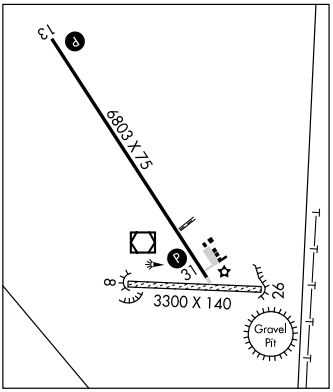
WEATHER DATA SOURCES—ASOS 135.225 (307) 276–9917.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIG PINEY RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79′ W108°17.98′ NOTAM FILE CPR.

CHEYENNE
H–3E, L–11E

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC−7(−6DT) N44°22.87′ W106°43.31′

CHEYENNE
H–1E, 2G, L–13D
IAP

4968 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE BYG

RWY 13–31: H6143X75 (ASPH) S–12.5 MIRL 1.1% up NW

RWY 13: VASI(V2L)—GA 4.0° TCH 36′. Fence.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32′.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Sat 1500–1900Z‡. For fuel after hrs call 307–684–5297. For svc after hrs call 307–684–5297. Terrain drops off both sides of Rwy 13–31. Rwy 31 +250′ drop 170′ left first 417′. Deer on and invof arpt. NSTD markings Rwy 13–31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.

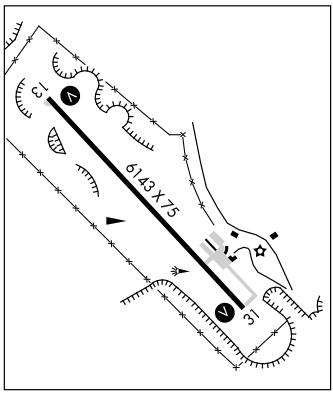
WEATHER DATA SOURCES: ASOS 135.425 (307) 684–2558.

COMMUNICATIONS: CTAF/UNICOM 122.8

CRAZY WOMAN RCO 122.025 (CASPER RADIO)

RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98′ W106°26.14′ 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE
L–11E, 12F

FSS (CPR) TF 1–800–WX–BRIEF.

RCO 122.4 122.2 (CASPER RADIO)

APP CRS	Rwy ldg	6803
312°	TDZE	6965
	Apt Elev	6990

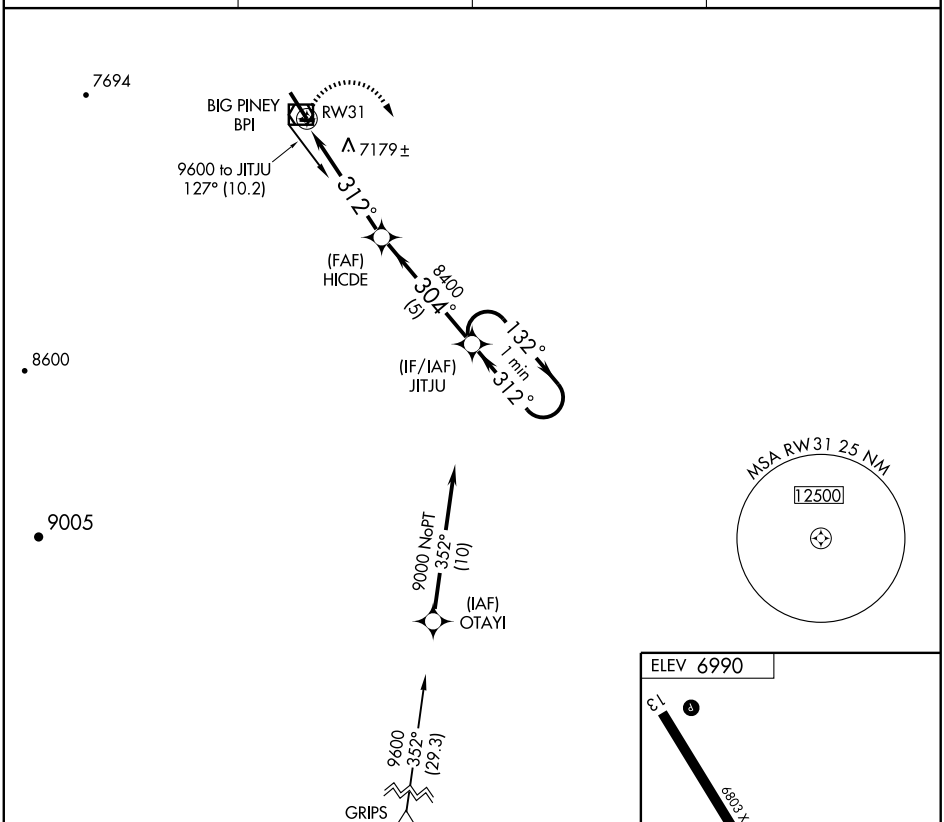
GPS RWY 31

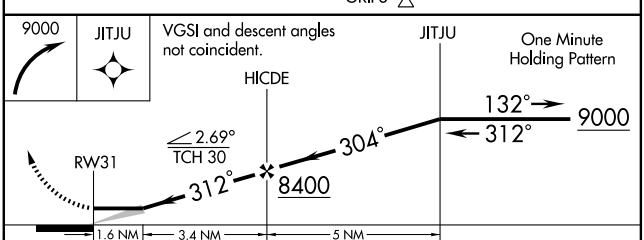
BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

NA

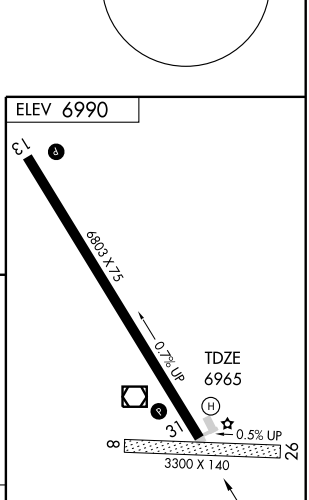
MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.

ASOS	CASPER RADIO	UNICOM	
135.225	122.3	122.8 (CTAF)	122.7 L





CATEGORY	A	B	C	D
S-31	7440-1 475 (500-1)		7440-1¼ 475 (500-1¼)	7440-1½ 475 (500-1½)
CIRCLING	7460-1 470 (500-1)	7560-1 570 (600-1)	7560-1½ 570 (600-1½)	7560-2 570 (600-2)



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

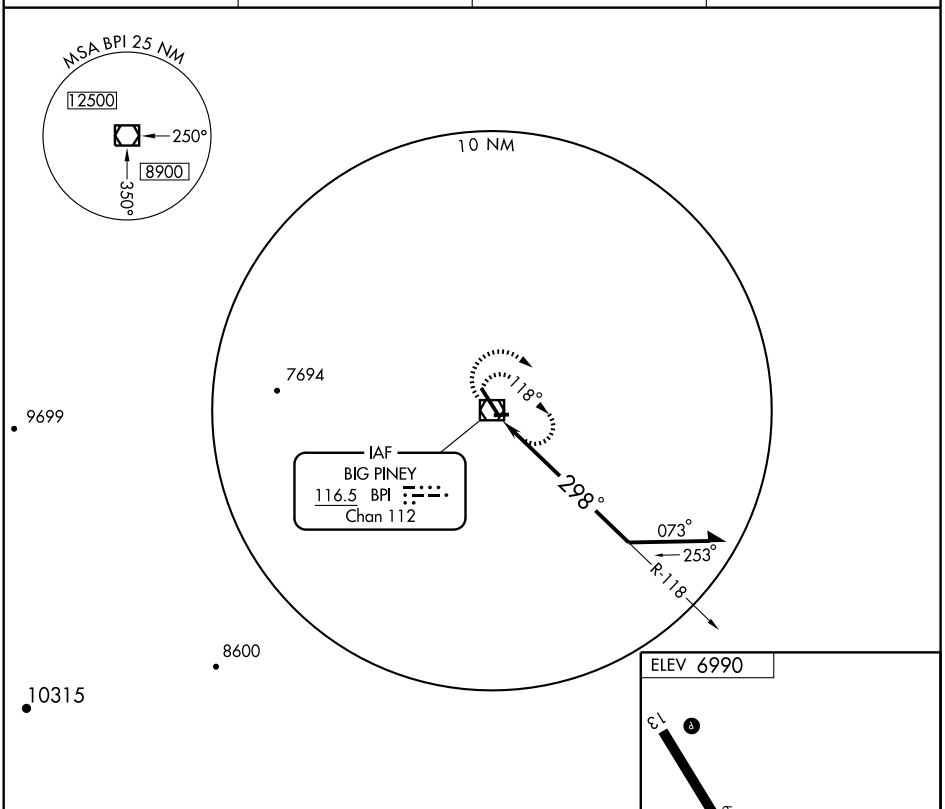
VOR/DME BPI	APP CRS	Rwy ldg	6803
116.5	298°	TDZE	6965
Chan 112		Apt Elev	6990

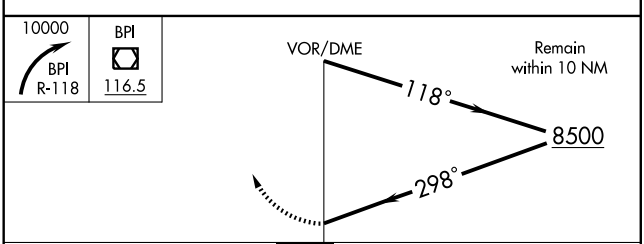
VOR RWY 31

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)

MISSED APPROACH: Climbing right turn to 10000 on BPI R-118, then return to BPI VOR/DME and hold.

ASOS	CASPER RADIO	UNICOM	
135.225	122.3	122.8 (CTAF)	122.7 L





CATEGORY	A	B	C	D
S-31	7680-1	715 (700-1)	7680-2 715 (700-2)	7680-2¼ 715 (700-2¼)
CIRCLING	7680-1	690 (700-1)	7680-2 690 (700-2)	7680-2¼ 690 (700-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010

BIG PINEY

MILEY MEM FLD (BPI) 3 N UTC−7(−6DT) N42°35.11′ W110°06.67′

SALT LAKE CITY
H–3E, L–11D
IAP

6990 B S2 **FUEL** 100LL, JET A NOTAM FILE BPI

RWY 13–31: H6803X75 (ASPH–PFC) S–22, D–33.6 MIRL 0.7% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 08–26: 3300X140 (TURF—DIRT) 0.5% up W

RWY 08: Pole.

AIRPORT REMARKS: Attended 1400–0200Z‡. Fuel 24 hr credit card svc avbl. For assistance call 307–276–4299. For FBO svc after hrs call 307–749–1410. Fuel avbl 24 hr. Credit card service. Wildlife on and in vicinity of arpt. Rwy 08–26 no line of sight between rwy ends. 3′ to 5′ snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000′ rollout end of rwy amber and white MIRL. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31, and REIL Rwy 13 and Rwy 31—122.7.

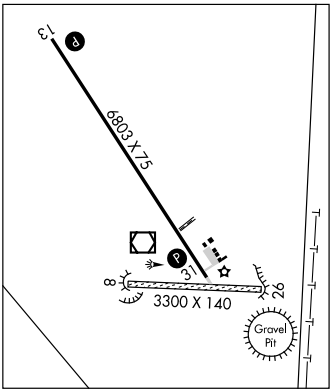
WEATHER DATA SOURCES—ASOS 135.225 (307) 276–9917.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIG PINEY RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BPI.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ at fld. 6960/16E.



BOYSEN RESERVOIR N43°27.79′ W108°17.98′ NOTAM FILE CPR.

CHEYENNE
H–3E, L–11E

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

RCO 122.3 (CASPER RADIO)

BUFFALO

JOHNSON CO (BYG) 3 NW UTC−7(−6DT) N44°22.87′ W106°43.31′

CHEYENNE
H–1E, 2G, L–13D
IAP

4968 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE BYG

RWY 13–31: H6143X75 (ASPH) S–12.5 MIRL 1.1% up NW

RWY 13: VASI(V2L)—GA 4.0° TCH 36′. Fence.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 32′.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Sat 1500–1900Z‡. For fuel after hrs call 307–684–5297. For svc after hrs call 307–684–5297. Terrain drops off both sides of Rwy 13–31. Rwy 31 +250′ drop 170′ left first 417′. Deer on and invof arpt. NSTD markings Rwy 13–31 thld markings of irregular width, spacing and number. NSTD markings Rwy 31 Twy lead in line to Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.

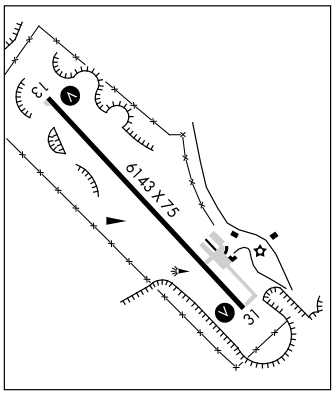
WEATHER DATA SOURCES: ASOS 135.425 (307) 684–2558.

COMMUNICATIONS: CTAF/UNICOM 122.8

CRAZY WOMAN RCO 122.025 (CASPER RADIO)

RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98′ W106°26.14′ 319° 26.0 NM to fld. 4798/13E.



CAMP GUERNSEY (See GUERNSEY)

CASPER

CHEYENNE
L–11E, 12F

FSS (CPR) TF 1–800–WX–BRIEF.

RCO 122.4 122.2 (CASPER RADIO)

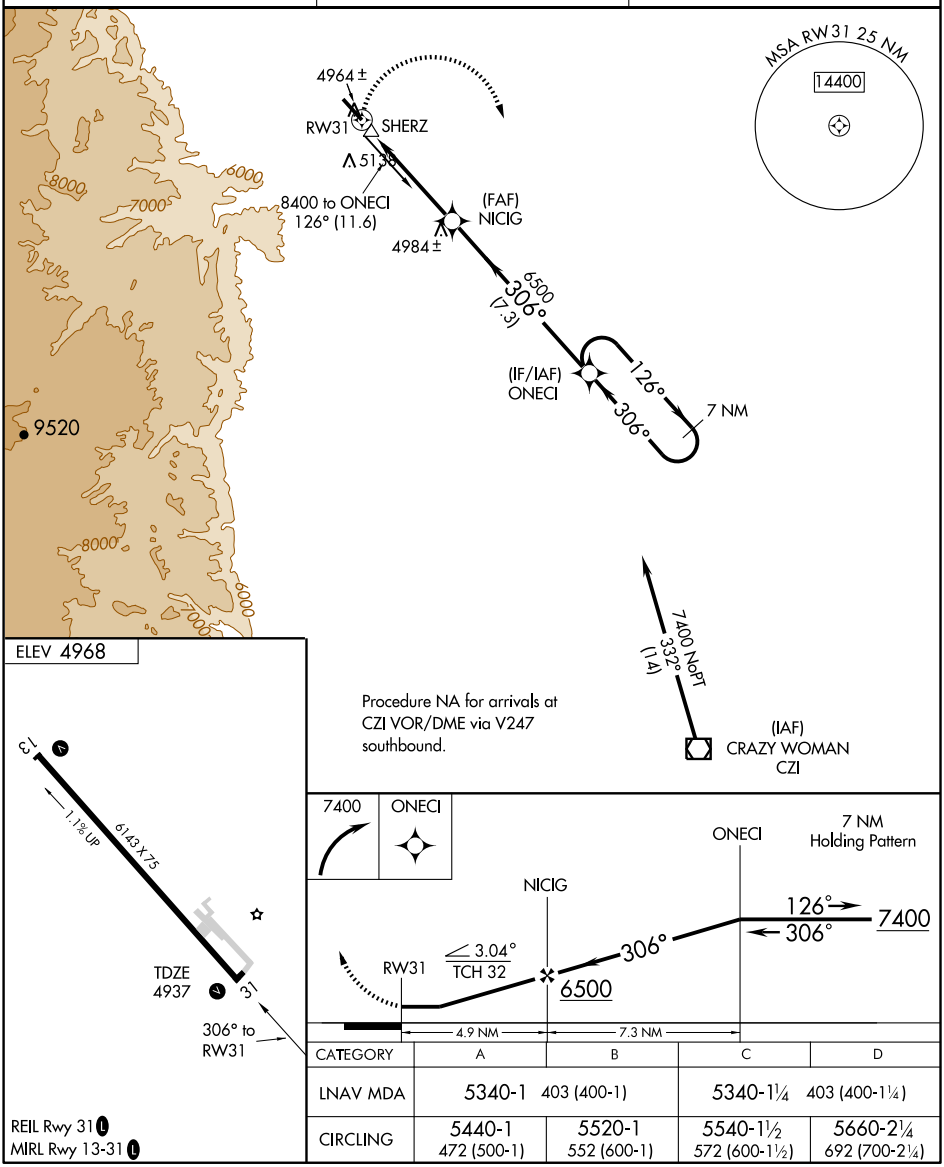
APP CRS	Rwy ldg	6143
306°	TDZE	4937
	Apt Elev	4968

RNAV (GPS) RWY 31
BUFFALO/JOHNSON COUNTY (BYG)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7400 direct ONECI and hold.

ASOS	CASPER RADIO	UNICOM
135.425	122.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5340-1 403 (400-1)		5340-1¼ 403 (400-1¼)	
CIRCLING	5440-1 472 (500-1)	5520-1 552 (600-1)	5540-1½ 572 (600-1½)	5660-2¼ 692 (700-2¼)

REIL Rwy 31 L
MIRL Rwy 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

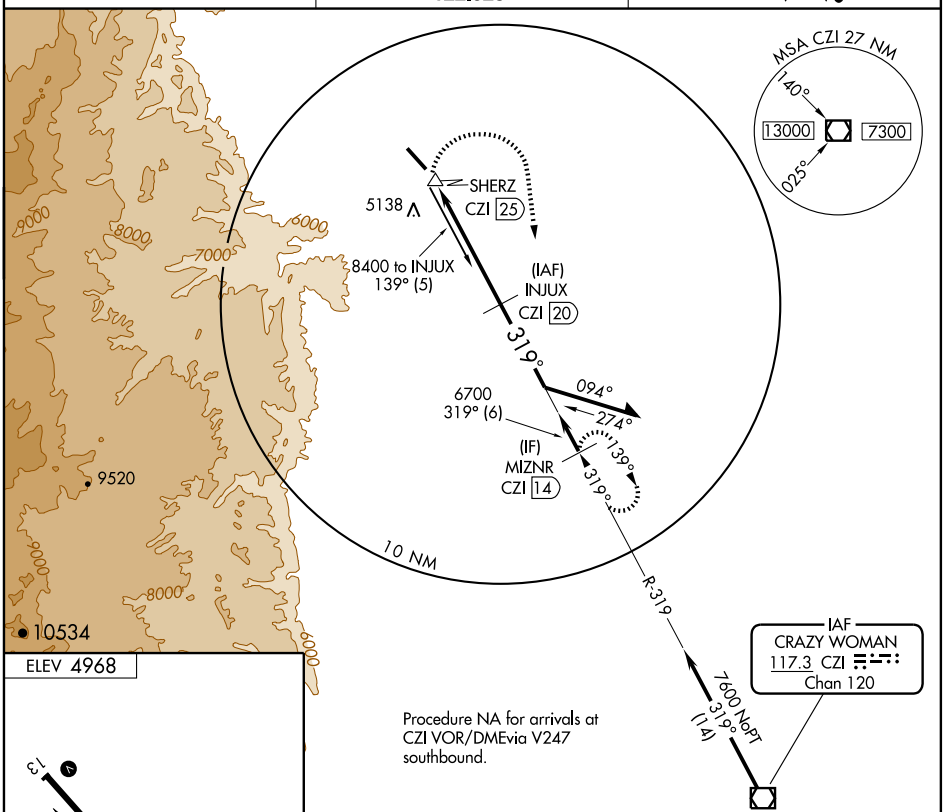
VOR/DME CZI 117.3 Chan 120	APP CRS 319°	Rwy ldg 6143 TDZE 4937 Apt Elev 4968

VOR/DME RWY 31
BUFFALO/JOHNSON COUNTY (BYG)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

ASOS	CASPER RADIO	UNICOM
135.425	122.025	122.8 (CTAF) L

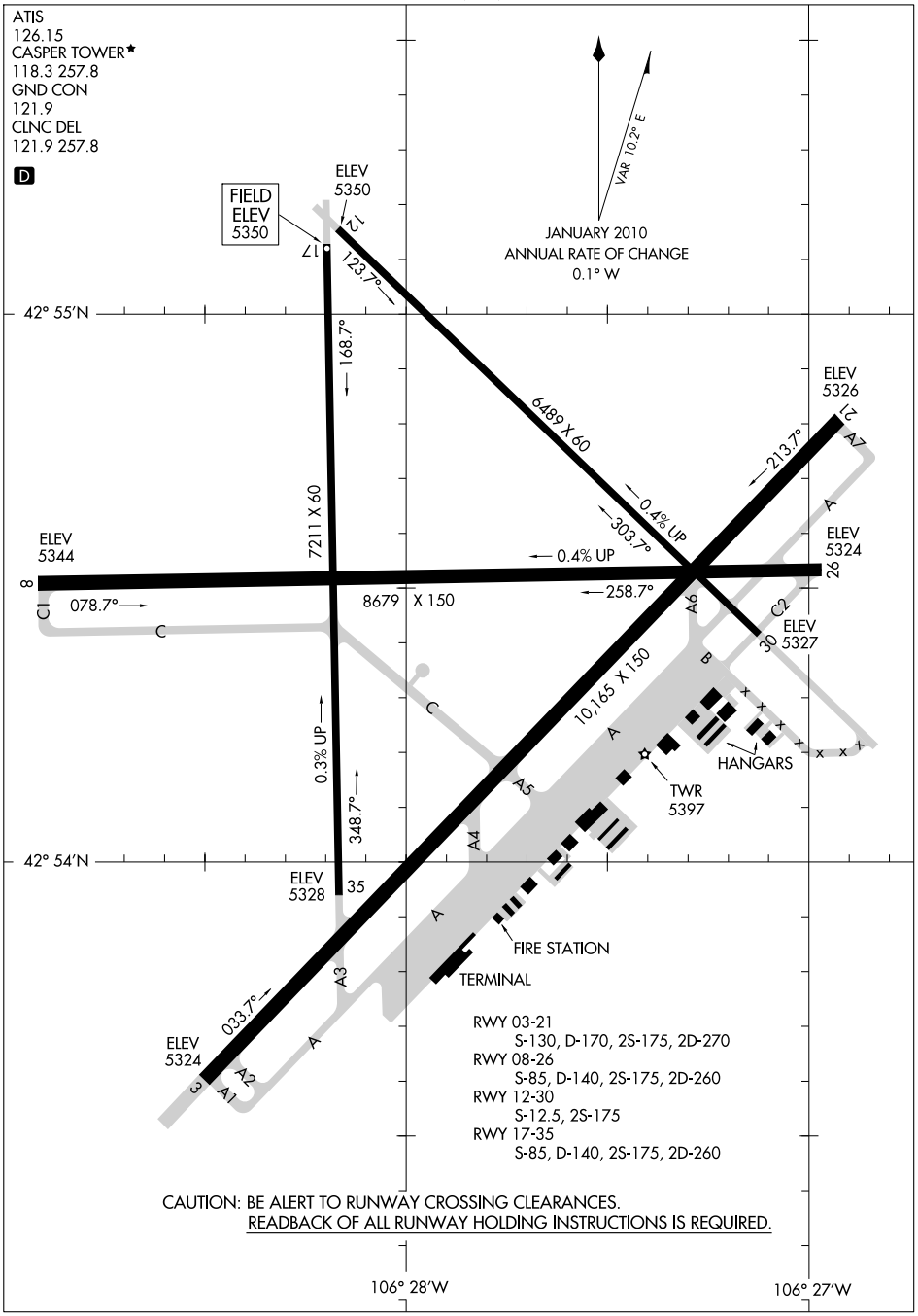


REIL Rwy 31 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-31	5680-1 743 (800-1)	5680-1¼ 743 (800-1¼)	5680-2¼ 743 (800-2¼)	5680-2½ 743 (800-2½)
CIRCLING	5680-1 712 (800-1)	5680-1¼ 712 (800-1¼)	5680-2¼ 712 (800-2¼)	5680-2½ 712 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

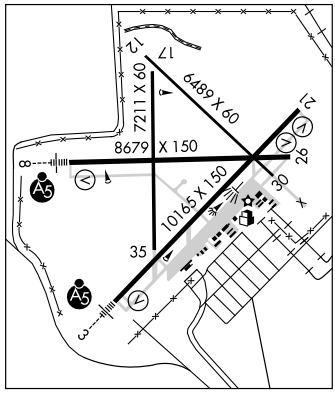
NW-1, 23 SEP 2010 to 21 OCT 2010

CASPER

CASPER/NATRONA CO INTL (CPR) 7 NW UTC−7(−6DT) N42°54.48′ W106°27.87′ CHEYENNE

5350 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B H–3F, 5A, L–11E, 12F
NOTAM FILE CPR IAP, AD

RWY 03–21: H10165X150 (ASPH–GRVD) S–130, D–170, 2S–175, 2D–270 HIRL
RWY 03: MALSR. VASI(V4R)—GA 3.0° TCH 53′.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 56′.
RWY 08–26: H8679X150 (ASPH–GRVD) S–85, D–140, 2S–175, 2D–260 HIRL
RWY 08: MALSR. VASI(V4R)—GA 3.0° TCH 104′.
RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 43′. 0.4% up.
RWY 17–35: H7211X60 (ASPH–PFC) S–85, D–140, 2S–175, 2D–260 0.3% up N
RWY 12–30: H6489X60 (ASPH–PFC) S–12.5, 2S–175 0.4% up NW



RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–10165 TODA–10165 ASDA–10165 LDA–10165
RWY 08: TORA–8679 TODA–8679 ASDA–8679 LDA–8679
RWY 21: TORA–10165 TODA–10165 ASDA–10165 LDA–10165
RWY 26: TORA–8679 TODA–8679 ASDA–8679 LDA–8679

AIRPORT REMARKS: Attended continuously. Emergency power available Rwy 08–26 and Rwy 03–21. Rwy 08–26 and Rwy 03–21 have lighted distance remaining signs. Rwy 12–30 CLOSED indef. Rwy 17–35 CLOSED indef. Rwy 03 touchdown rwy visual range avbl. Rwy 08 touchdown rwy visual range avbl. 225′ crane 1 NM northwest of arpt. When twr clsd ACTIVATE HIRL Rwy 03–21 and Rwy 08–26, MALSR Rwy 03 and Rwy 08 and twy lights—CTAF. US customs user fee arpt. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (307) 265–4461. LAWRS (1200–0400Z‡).
COMMUNICATIONS: CTAF 118.3 **ATIS** 126.15 **UNICOM** 122.95
CASPER RCO 122.4 122.2 (CASPER RADIO)
Ⓡ **CASPER APP/DEP CON** 120.65 119.0 (1200–0400Z‡)
Ⓡ **DENVER CENTER APP/DEP CON** 135.6 (0400–1200Z‡)
CASPER TOWER 118.3 (1200–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
MUDDY MOUNTAIN (H) VORTACW 116.2 DDY Chan 109 N43°05.45′ W106°16.62′ 205° 13.7 NM to fld. 5863/12E.
JOHNO NDB (LOM) 375 CP N42°54.43′ W106°34.20′ 077° 4.7 NM to fld.
ILS 111.3 I–SYD Rwy 03. Class IB.
ILS 110.3 I–CPR Rwy 08. Class IE. LOM JOHNO NDB. Glide slope unusable above 7100′.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. For clearance req and delivery when twr is clsd ctc Casper Radio on 118.3. Ctc Casper Radio for arpt advisory service on 118.3 when twr is clsd.

HARFORD FLD (HAD) 5 N UTC−7(−6DT) N42°55.46′ W106°18.57′ CHEYENNE

5370 **FUEL** 100LL NOTAM FILE CPR
RWY 07–25: 3810X30 (DIRT)
RWY 07: Building.
AIRPORT REMARKS: Unattended. For fuel call arpt manager 307–234–6161. Antelope on and in the vicinity of arpt. Rwy 07 +18′ building, 255′ from rwy end, 60′ left, obstruction slope 18:1. Rwy 07–25 first 270′ of rwy from thld can be muddy with standing water after rain. Abandoned arpt 1.5 miles W.
COMMUNICATIONS: CTAF 122.9

CASPER/NATRONA CO INTL (See CASPER)

CHEROKEE N41°45.34′ W107°34.92′ NOTAM FILE CPR. CHEYENNE

(H) VORW/DME 115.0 CKW Chan 97 065° 17.4 NM to Rawlins Muni. 7050/15E. H–3E, L–11E
RCO 122.4 (CASPER RADIO)

ALCOS THREE DEPARTURE

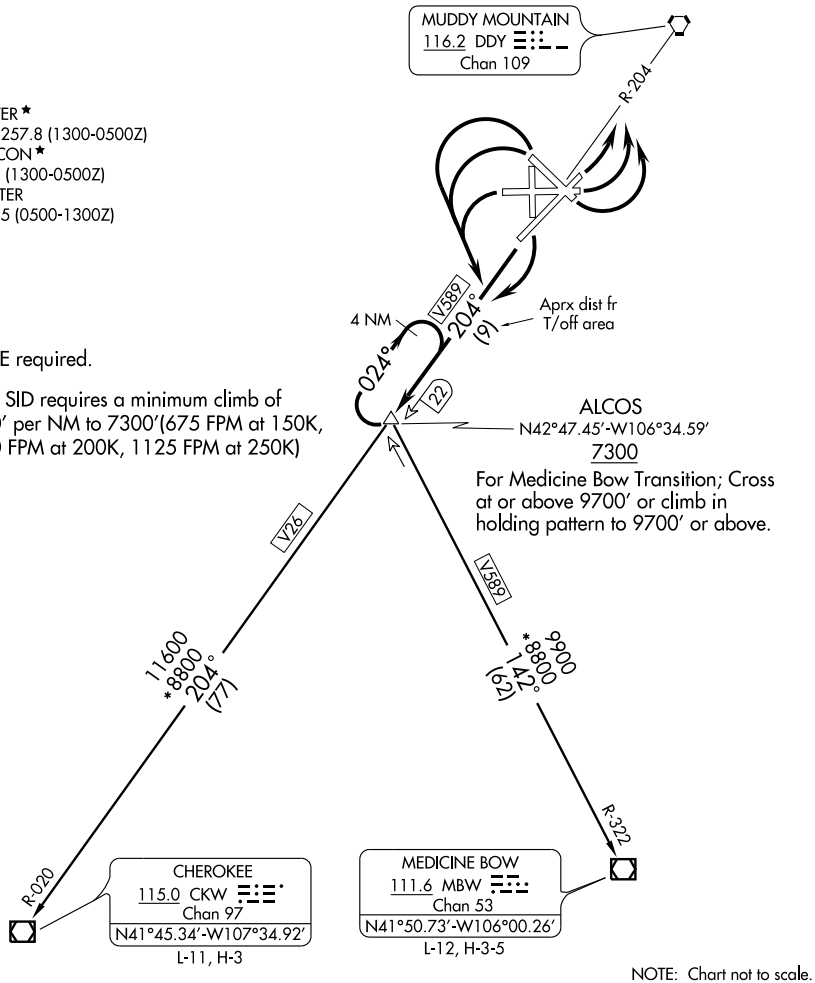
SL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)
CASPER, WYOMING

ATIS 126.15
CLNC DEL
121.9 257.8
GND CON
121.9 257.8
CASPER TOWER ★
118.3 (CTAF) 257.8 (1300-0500Z)
CASPER DEP CON ★
120.65 354.1 (1300-0500Z)
DENVER CENTER
135.6 363.025 (0500-1300Z)

NOTE: DME required.

NOTE: This SID requires a minimum climb of 270′ per NM to 7300′(675 FPM at 150K, 900 FPM at 200K, 1125 FPM at 250K)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn right, thence. . . .

ALL OTHER RUNWAYS: Turn left, thence. . . .

. . . .climb via DDY R-204 to cross ALCOS INT at or above 7300′, then via (transition) or (assigned route).

CHEROKEE TRANSITION (ALCOS3.CKW): Via DDY R-204 and V26 to CKW VOR/DME.

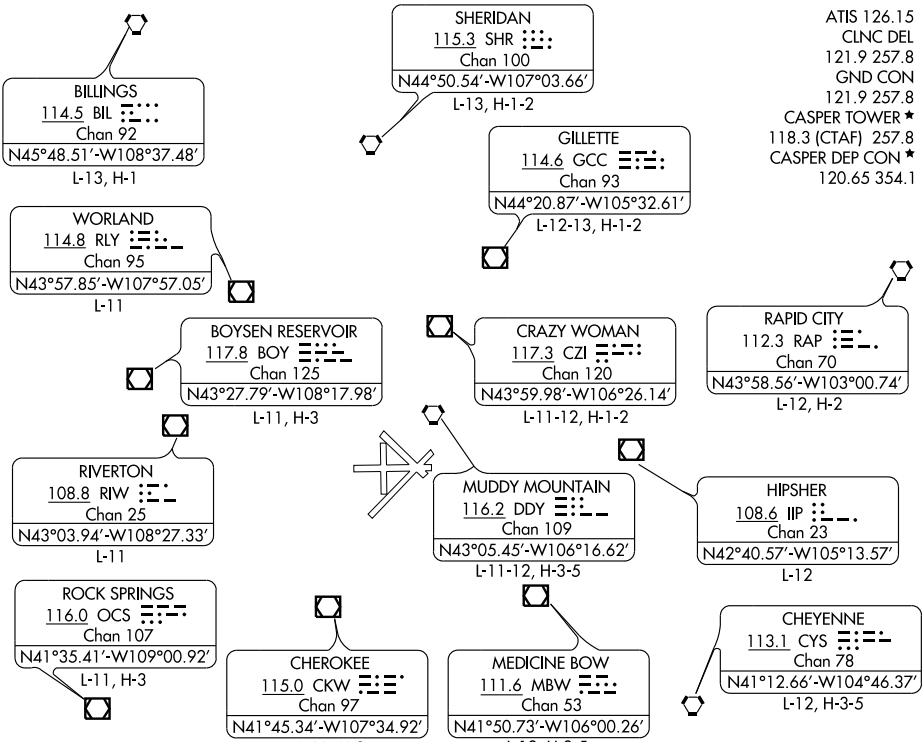
MEDICINE BOW TRANSITION (ALCOS3.MBW): Via MBW R-322 to MBW VOR/DME. Cross ALCOS INT at or above 9700′ or climb in holding pattern to 9700′ or above.

NW-1, 23 SEP 2010 to 21 OCT 2010

ALCOS THREE DEPARTURE
CASPER, WYOMING
CASPER/NATRONA COUNTY INTL (CPR)
(ALCOS3.ALCOS) 10042

CASPER TWO DEPARTURE

SL-72 (FAA)



TAKE-OFF MINIMUMS

Rwy 12, 17, 30, 35, NA- Environmental.
Rwy 3, 8, 26, Standard.
Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned by ATC thence . . .
TAKE-OFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence . . .

. . . Maintain 14000′ or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VORTAC, then via assigned route. Runways 3 and 8 turn left to DDY VORTAC, runways 21 and 26 turn right to DDY VORTAC.

NW-1, 23 SEP 2010 to 21 OCT 2010

CASPER TWO DEPARTURE
CASPER, WYOMING
CASPER/NATRONA COUNTY INTL (CPR)
(CPR2.CPR) 10154

LOC I-SYD 111.3	APP CRS 032°	Rwy ldg 10165 TDZE 5328 Apt Elev 5350

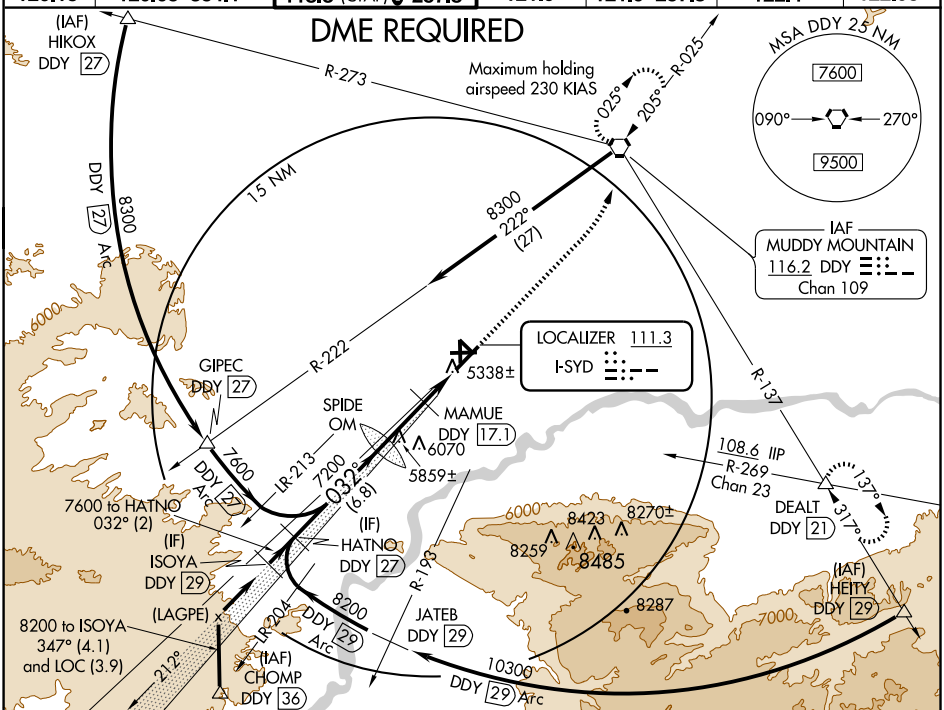
ILS or LOC RWY 3
CASPER/NATRONA COUNTY INTL (CPR)

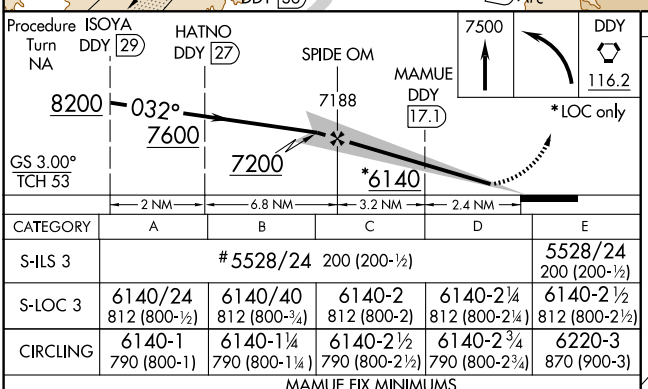
For inoperative MALSR, increase S-ILS-3 Cat E visibility to RVR 4000, S-LOC-3 Cat E visibility to 3. MAMUE FIX MINIMUMS: For inoperative MALSR, increase S-LOC-3 Cats D and E visibility to 1. DME from DDY VORTAC, simultaneous reception of I-SYD and DDY DME required. # RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 7500 then left turn direct DDY VORTAC and hold. (TACAN aircraft continue climb to 12000 via DDY VORTAC R-137 to DEALT/DDY 21 DME and hold SE, right turn, 317° inbound).

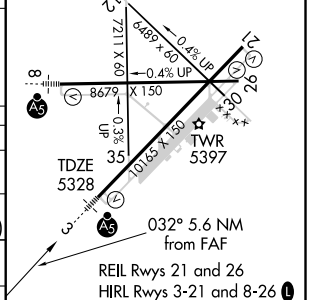
ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D	E
S-ILS 3	#5528/24 200 (200-½)				5528/24 200 (200-½)
S-LOC 3	6140/24 812 (800-½)	6140/40 812 (800-¾)	6140-2 812 (800-2)	6140-2¼ 812 (800-2¼)	6140-2½ 812 (800-2½)
CIRCLING	6140-1 790 (800-1)	6140-1¼ 790 (800-1¼)	6140-2½ 790 (800-2½)	6140-2¾ 790 (800-2¾)	6220-3 870 (900-3)
MAMUE FIX MINIMUMS					
S-LOC 3	5600/24 272 (300-½)			5600/40 272 (300-¾)	
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)	6220-3 870 (900-3)

ELEV 5350 D



FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-CPR	APP CRS	Rwy ldg	8679
110.3	077°	TDZE	5344
		Apt Elev	5350

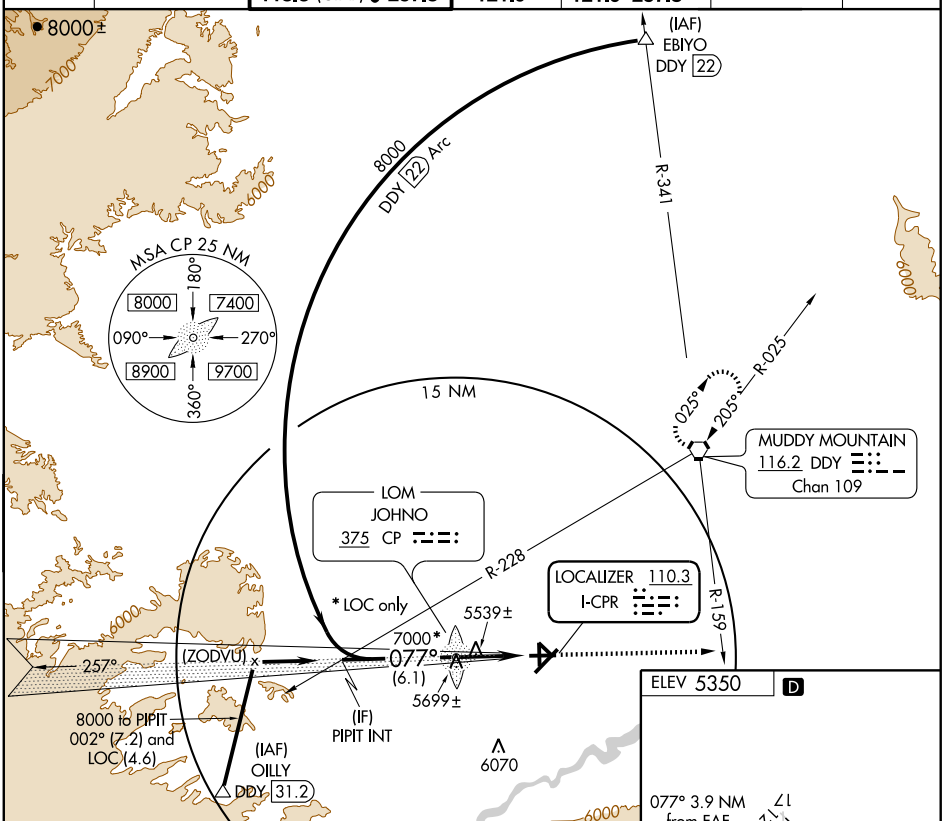
ILS or LOC RWY 8
CASPER/NATRONA COUNTY INTL (CPR)

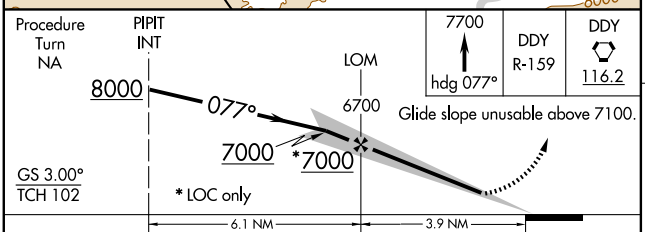
Inoperative table does not apply to S-ILS 8.

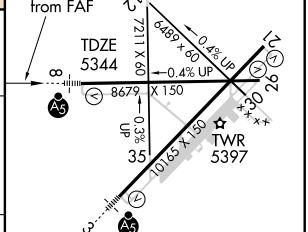
MALSR

MISSED APPROACH: Climb to 7700 via heading 077° and DDY VORTAC R-159 to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95







REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

CATEGORY	A	B	C	D
S-ILS 8	5644/40 300 (300-¾)			NA
S-LOC 8	5800/24 456 (500-½)		5800/40 456 (500-¾)	NA
CIRCLING	5800-1 450 (500-1)		5800-1½ 450 (500-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 73006 W03A	APP CRS 032°	Rwy ldg 10165 TDZE 5328 Apt Elev 5350

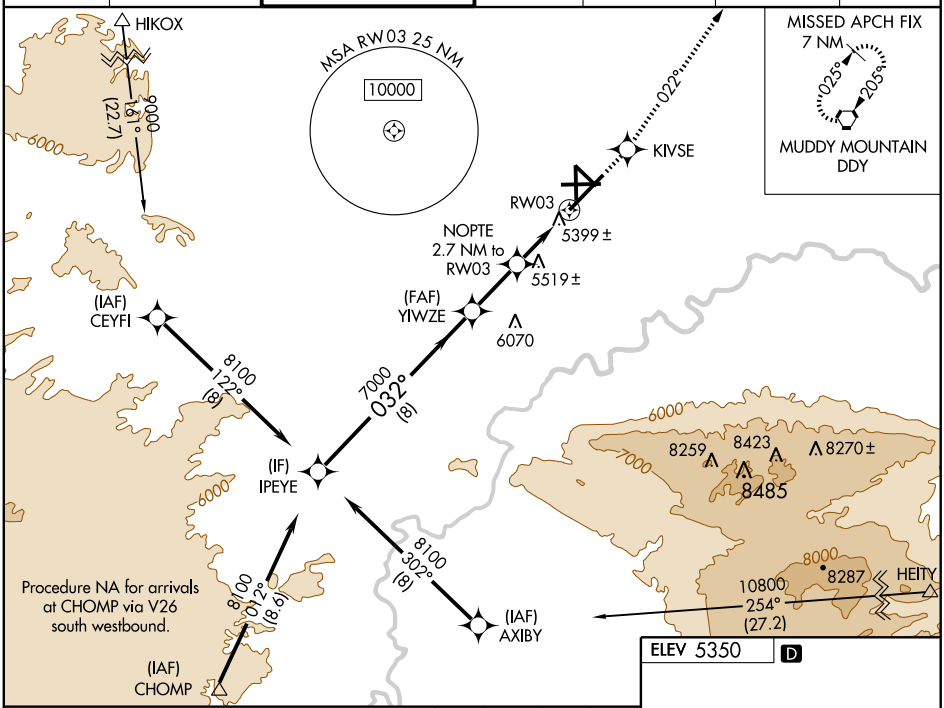
RNAV (GPS) RWY 3
CASPER/NATRONA COUNTY INTL (CPR)

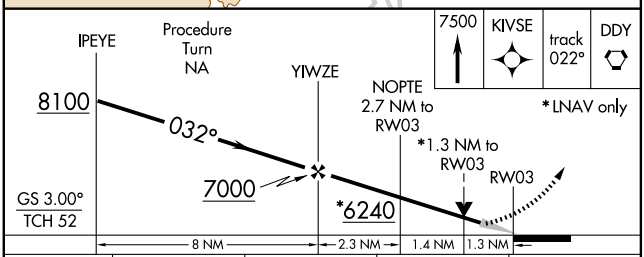
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MALSR

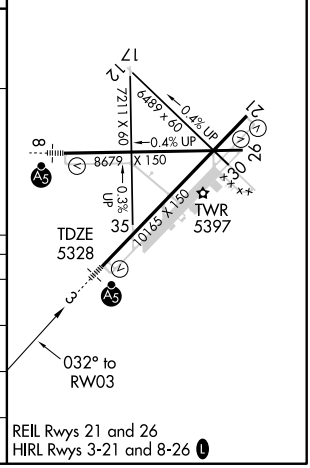
MISSED APPROACH: Climb to 7500 direct KIVSE and via track 022° to DDY VORTAC and hold.

ATIS	CASPER APP CON*	CASPER TOWER *	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5643/24 315 (300-½)			
LNAV/VNAV DA	5691/40 363 (400-¾)			
LNAV MDA	5780/24 452 (500-½)		5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)



REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86306 W08A	APP CRS 077°	Rwy ldg 8679 TDZE 5344 Apt Elev 5350

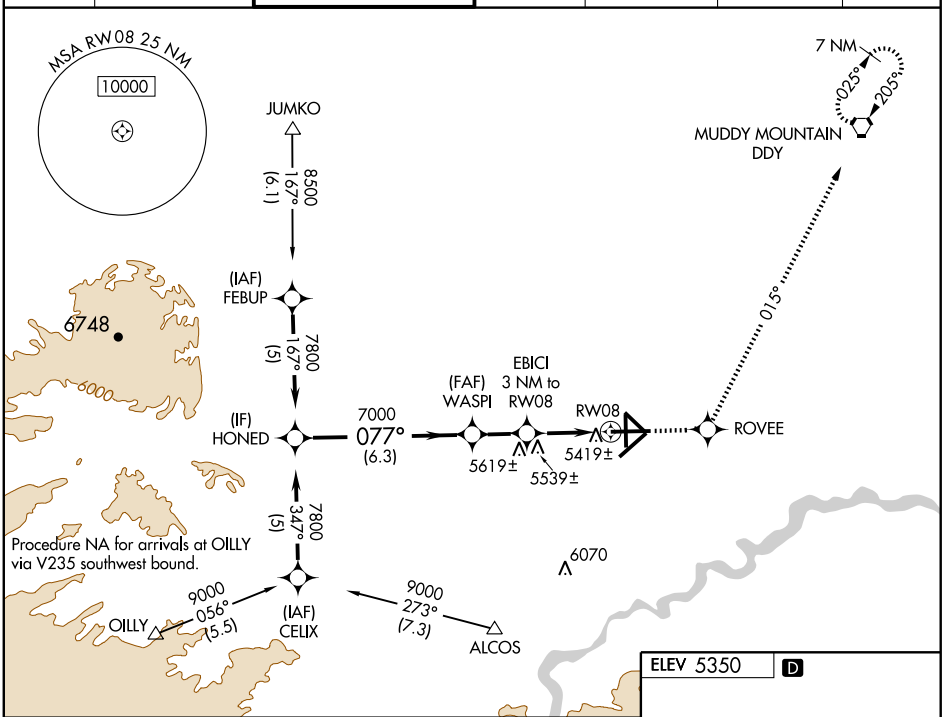
RNAV (GPS) RWY 8
CASPER/NATRONA COUNTY INTL (CPR)

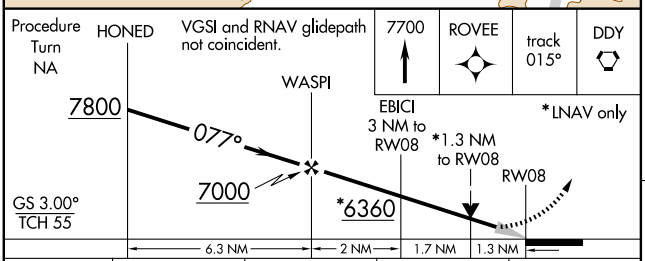
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MALSR

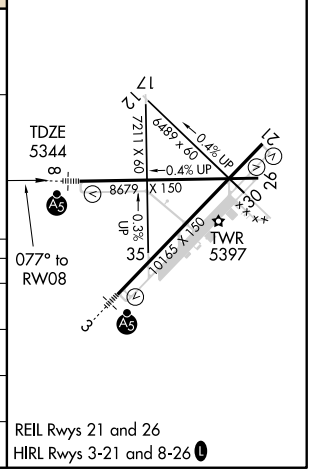
MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5594/24 250 (300-½)			
LNAV/VNAV DA	5689/40 345 (400-¾)			
LNAV MDA	5800/24 456 (500-½)		5800/40 456 (500-¾)	5800/50 456 (500-1)
CIRCLING	5800-1 450 (500-1)		5800-1½ 450 (500-1½)	5900-2 550 (600-2)



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

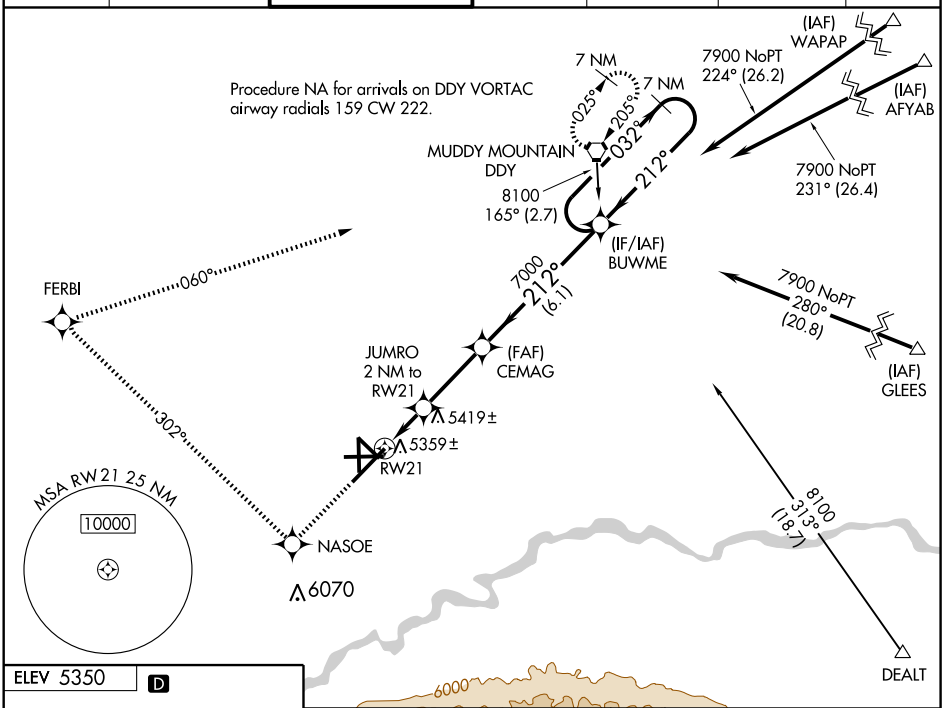
WAAS CH 63012 W21A	APP CRS 212°	Rwy ldg 10165 TDZE 5330 Apt Elev 5350

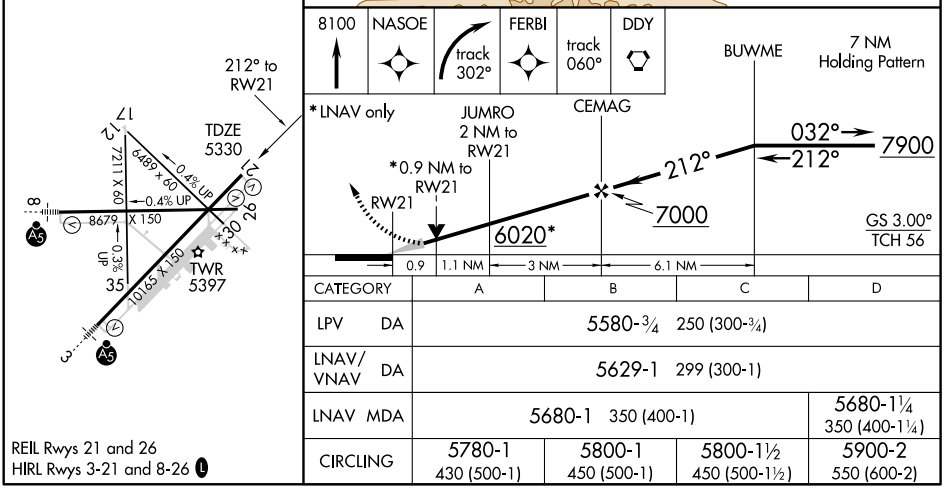
RNAV (GPS) RWY 21
CASPER/NATRONA COUNTY INTL (CPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VORTAC and hold.

ATIS	CASPER APP CON *	CASPER TOWER *	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5580-¾ 250 (300-¾)			
LNAV/VNAV DA	5629-1 299 (300-1)			
LNAV MDA	5680-1 350 (400-1)			5680-1¼ 350 (400-1¼)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

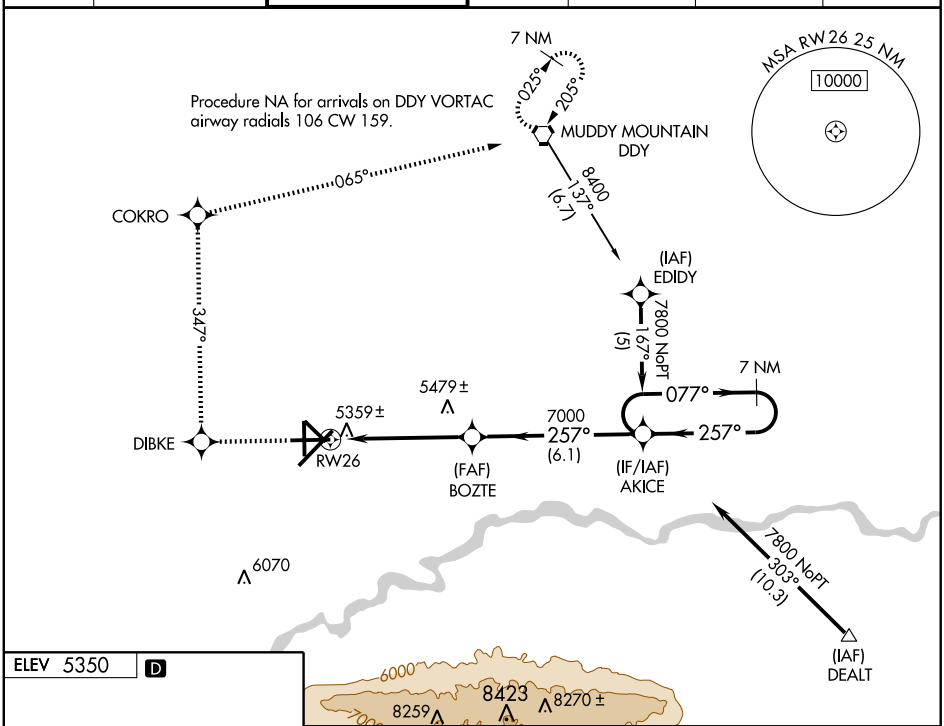
WAAS CH 78112 W26A	APP CRS 257°	Rwy ldg 8679 TDZE 5335 Apt Elev 5350

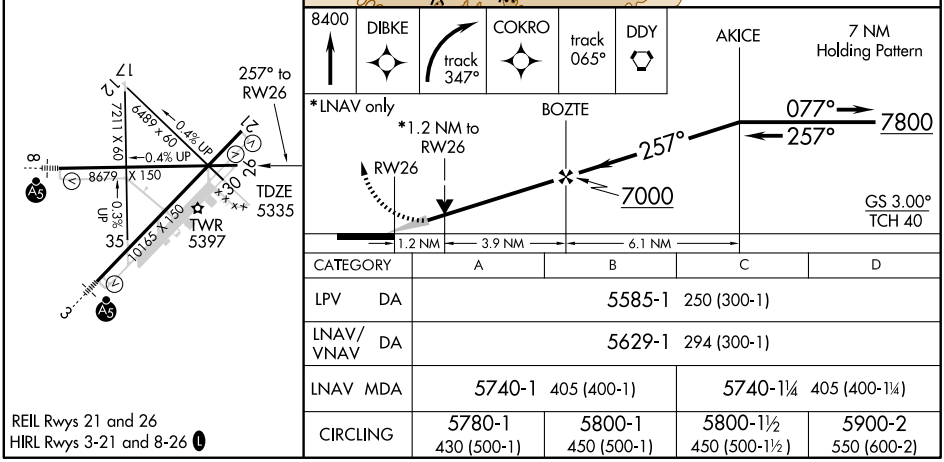
RNAV (GPS) RWY 26
CASPER/NATRONA COUNTY INTL (CPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° to DDY VORTAC and hold.

ATIS	CASPER APP CON*	CASPER TOWER*	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95





CATEGORY	A	B	C	D
LPV DA	5585-1 250 (300-1)			
LNAV/VNAV DA	5629-1 294 (300-1)			
LNAV MDA	5740-1 405 (400-1)		5740-1¼ 405 (400-1¼)	
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

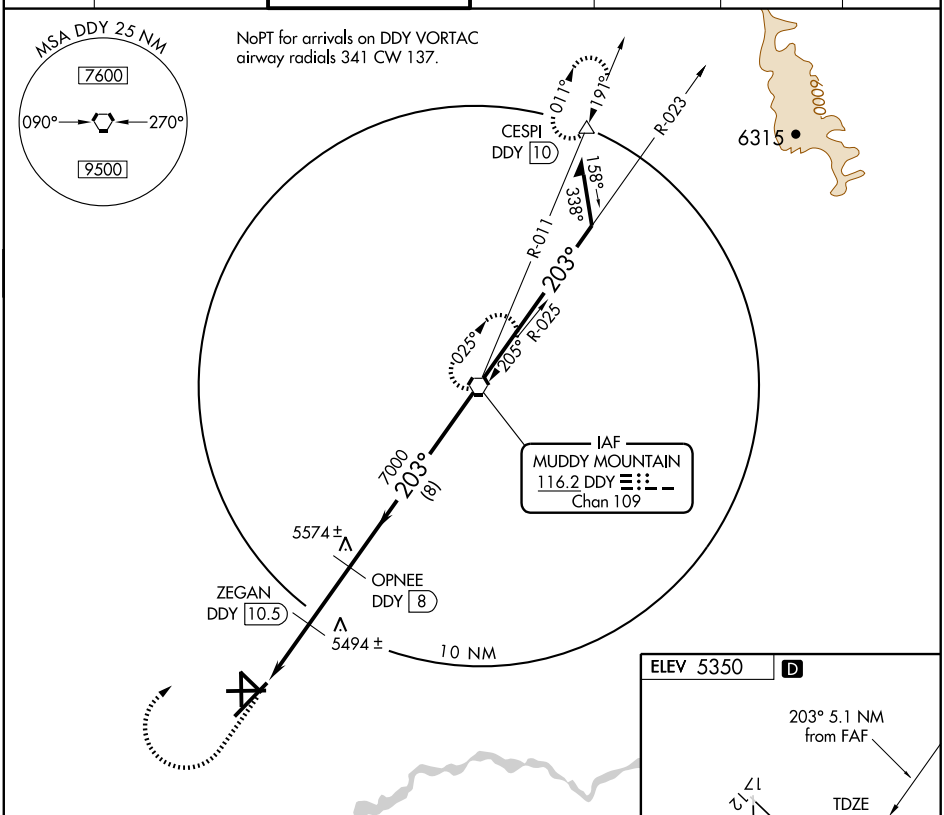
VORTAC DDY 116.2 Chan 109	APP CRS 203°	Rwy ldg 10165 TDZE 5330 Apt Elev 5350

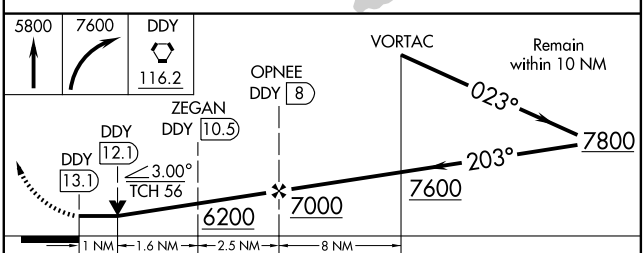
VOR/DME or TACAN RWY 21

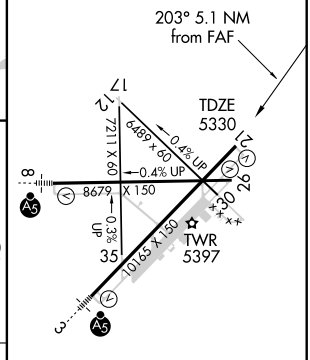
CASPER/NATRONA COUNTY INTL (CPR)

MISSED APPROACH: Climb to 5800, then climbing right turn to 7600 direct DDY VORTAC and hold (TACAN aircraft continue climb to 8000 via DDY VORTAC R-011 to CESPI/10 DME and Hold N, RT, 191° inbound).

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95







CATEGORY	A	B	C	D
S-21	5680-1 350 (400-1)			5680-1¼ 350 (400-1¼)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

REIL Rwys 21 and 26
HIRL Rwys 3-21 and 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

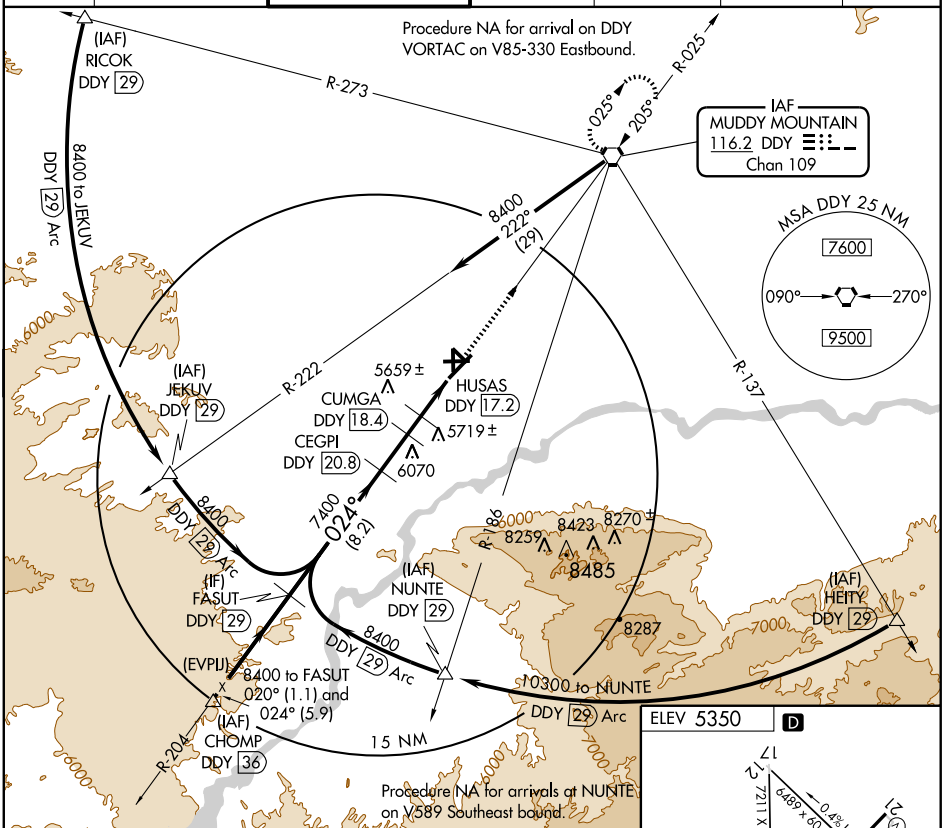
VORTAC DDY 116.2 Chan 109	APP CRS 024°	Rwy ldg 10165 TDZE 5328 Apt Elev 5350

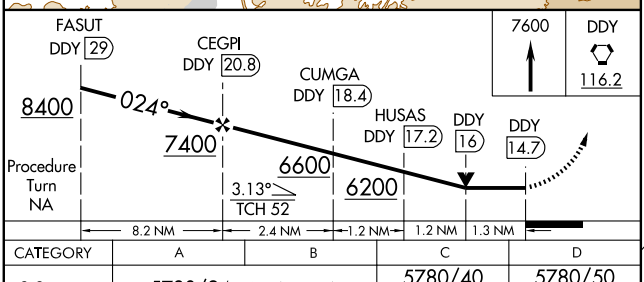
VOR/DME RWY 3
CASPER/NATRONA COUNTY INTL (CPR)

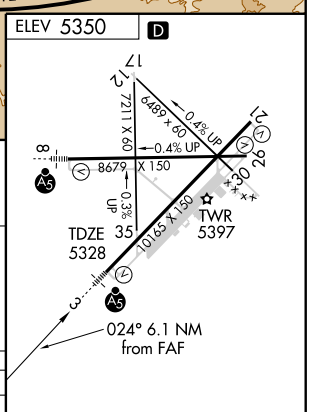
MALSR

MISSED APPROACH: Climb to 7600 direct DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	121.9 257.8	122.4	122.95







CATEGORY	A	B	C	D
S-3	5780/24 452 (500-½)		5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)

REIL Rwy 21 and 26
HIRL Rwy 3-21 and 8-26 L

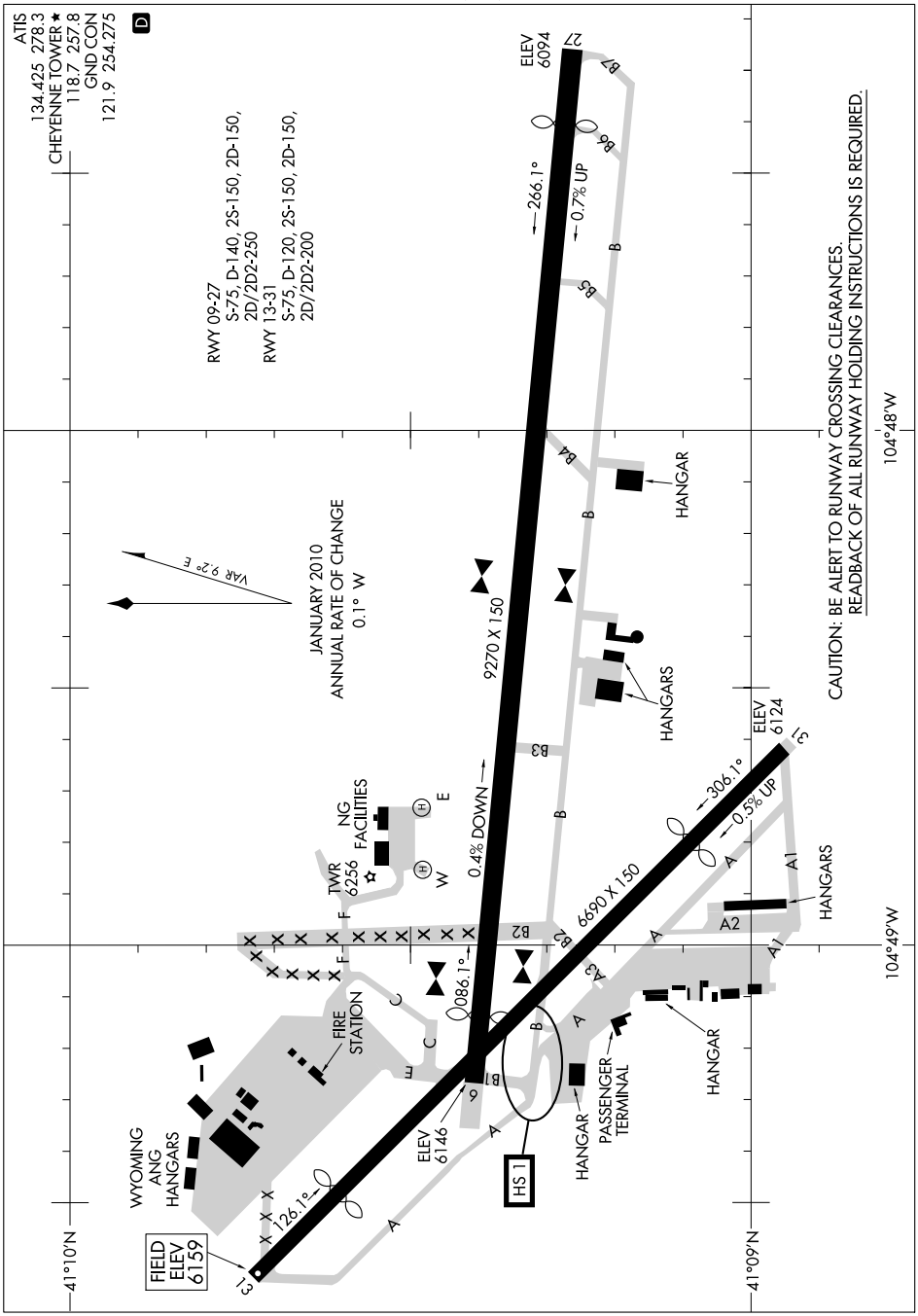
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)
CHEYENNE, WYOMING

AL-80 (FAA)



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

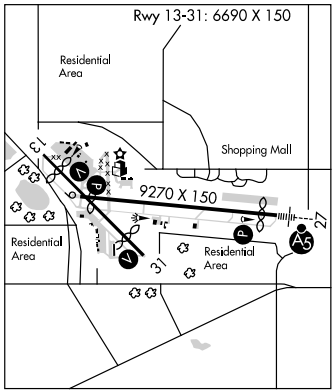
AIRPORT DIAGRAM

CHEYENNE, WYOMING
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

10266

CHEYENNE RGNL/JERRY OLSON FLD (CYS) 1 N UTC−7(−6DT) N41°09.34′ W104°48.63′ **CHEYENNE**
6159 B S4 **FUEL** 100LL, JET A, A1 OX 1, 3 Class II, ARFF Index A **H–3F, 5A, L–12F**
NOTAM FILE CYS **IAP, AD**

RWY 09–27: H9270X150 (CONC–GRVD) S–75, D–140, 2S–150, 2D–150, 2D/2D2–250 HIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 610′. Tree. 0.4% down.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 675′. 0.7% up.
RWY 13–31: H6690X150 (ASPH–PFC) S–75, D–120, 2S–150, 2D–150, 2D/2D2–200 MIRL 0.5% up NW
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 30′. Thld dsplcd 1060′. Fence.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 30′. Thld dsplcd 1160′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA–9270	TODA–9270	ASDA–8595	LDA–7985
RWY 13:	TORA–6690	TODA–6690	ASDA–5529	LDA–4469
RWY 27:	TORA–9270	TODA–9270	ASDA–8660	LDA–7985
RWY 31:	TORA–6690	TODA–6690	ASDA–5629	LDA–4469

AIRPORT REMARKS: Attended 1300–0500Z‡. After hrs fuel call 307–634–4417. Bird activity invof arpt. Heavy copter tfc 2 NM SW of arpt surface to 1000′ AGL during dalgt weekdays. Pilots should avoid F.E. Warren AFHP at all times. Taxiways C, E, F, A1 and A2 are non–movement areas. Twy C CLOSED North of Twy F, Twy D and Twy G CLOSED indef. Twy C and Twy E hold short lines are for all rwys. Rwy 27 touchdown runway visual range avbl. Rwy condition report avbl on req from tower 1300–0500Z‡ 30 minute prior notice required. ACTIVATE HIRL Rwy 09–27, MIRL Rwy 13–31, PAPI Rwy 09 and Rwy 27, VASI Rwy 13 and Rwy 31, REIL Rwy 09, Rwy 13 and Rwy 31 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS (307) 632–7680. SAWRS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 134.425 **UNICOM** 122.95
RCO 122.3 (CASPER RADIO)
Ⓡ **APP/DEP CON** 124.55 (1300–0500Z‡) Ⓡ**DENVER CENTER APP/DEP CON** 125.9 (0500–1300Z‡)
TOWER 118.7 (1300–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.
(H) VORTACW 113.1 CYS Chan 78 N41°12.66′ W104°46.37′ 194° 3.7 NM to fld. 6211/13E.
HORSE NDB (LOM) 353 CY N41°08.80′ W104°40.73′ 263° 6.0 NM to fld. Horse LOM unmonitored when tower closed.
ILS 110.1 I–CYS Rwy 27. Class IB. LOM HORSE NDB. Horse LOM unmonitored when tower closed.
ASR/PAR (Mon–Fri 1500–2300Z‡.

CODY N44°37.23′ W108°57.90′ NOTAM FILE COD. **GREAT FALLS**
(L) VORW/DME 111.8 COD Chan 55 189° 6.5 NM to Yellowstone Rgnl. 4794/14E. **L–13D**
VOR portion unusable:
043°–113° byd 10 NM below 9,500′.
DME unusable:
043°–113° byd 10 NM blo 9,500′
113°–138° byd 22 NM blo 10,000′
138°–183° byd 32 NM blo 11,000′
183°–343° byd 30 NM blo 17,000′
RCO 122.3 (CASPER RADIO)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 21 OCT 2010

LOC I-CYS	APP CRS	Rwy ldg	7985
110.1	265°	TDZE	6121
		Apt Elev	6160

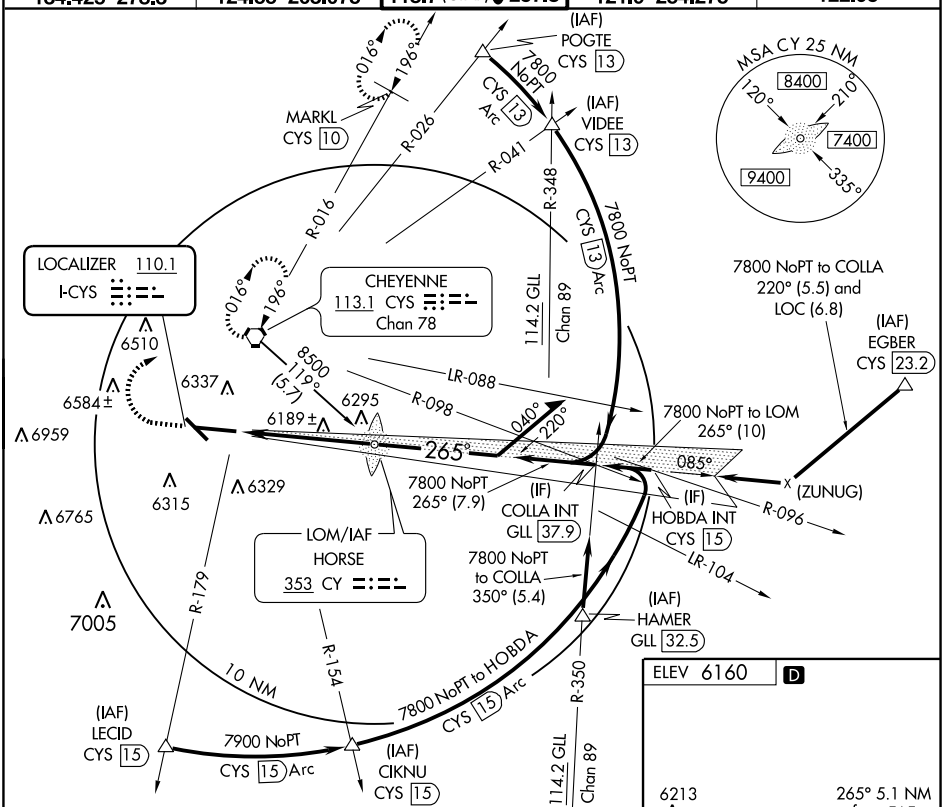
ILS or LOC RWY 27
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

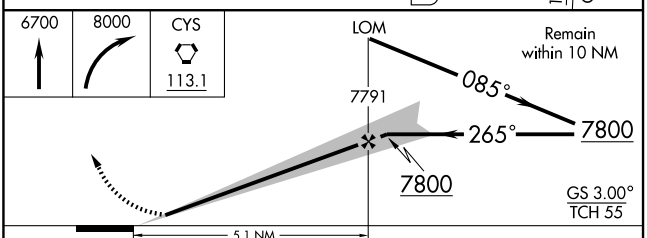
ASR/PAR: For inoperative MALSR, increase S-LOC 27 Cat D visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

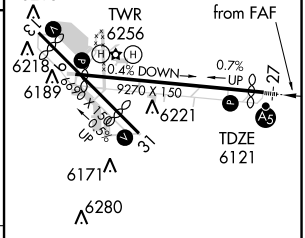
MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 8000 direct CYS VORTAC and hold. (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS	CHEYENNE APP CON	CHEYENNE TOWER *	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-ILS 27	*6321/24 200 (200-½)			
S-LOC 27	6440/24 319 (300-½)			6440/40 319 (300-¾)
CIRCLING	6660-1 500 (500-1)		6660-1½ 500 (500-1½)	6720-2 560 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOM CY	APP CRS	Rwy ldg	7985
353	265°	TDZE	6121
		Apt Elev	6156

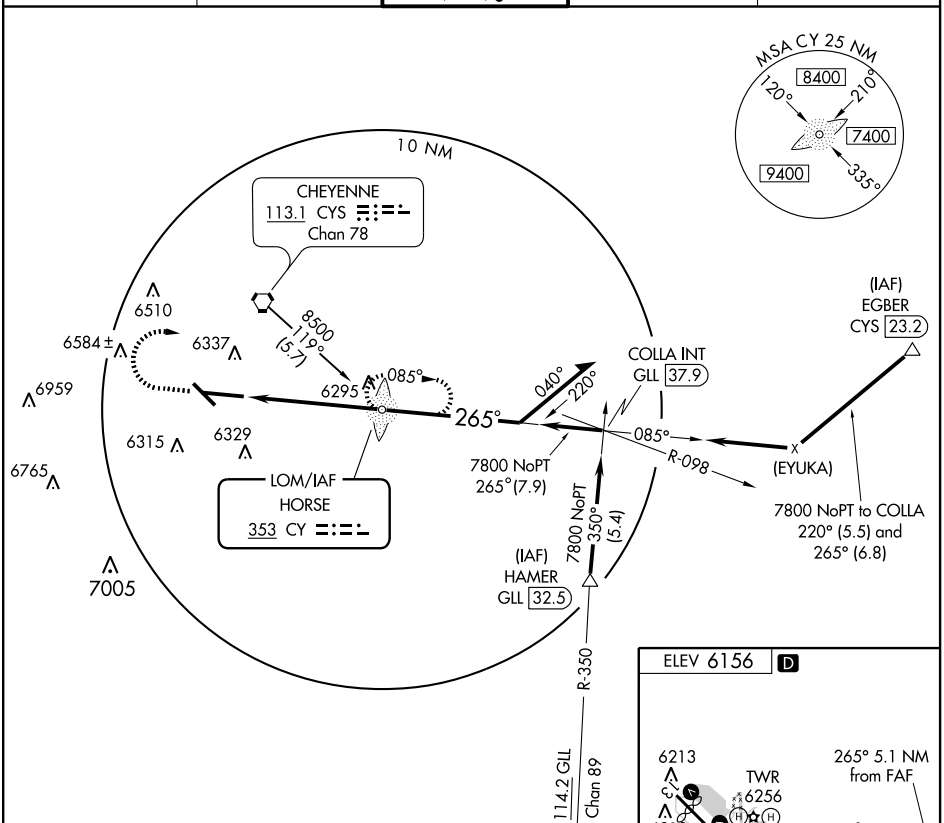
NDB RWY 27
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

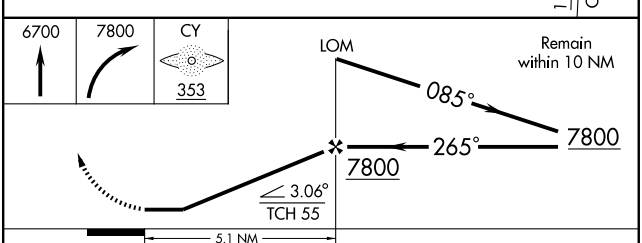
ASR/PAR

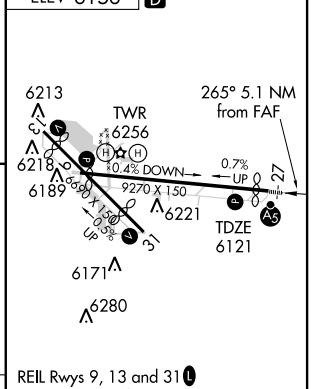
MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 7800 direct HORSE LOM and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-27	6620/50	499 (500-1)	6620/60 499 (500-1¼)	6620-1½ 499 (500-1½)
CIRCLING	6660-1	504 (600-1)	6660-1½ 504 (600-1½)	6720-2 564 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 73009 W09A	APP CRS 085°	Rwy ldg 7985 TDZE 6143 Apt Elev 6159

RNAV (GPS) RWY 9
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

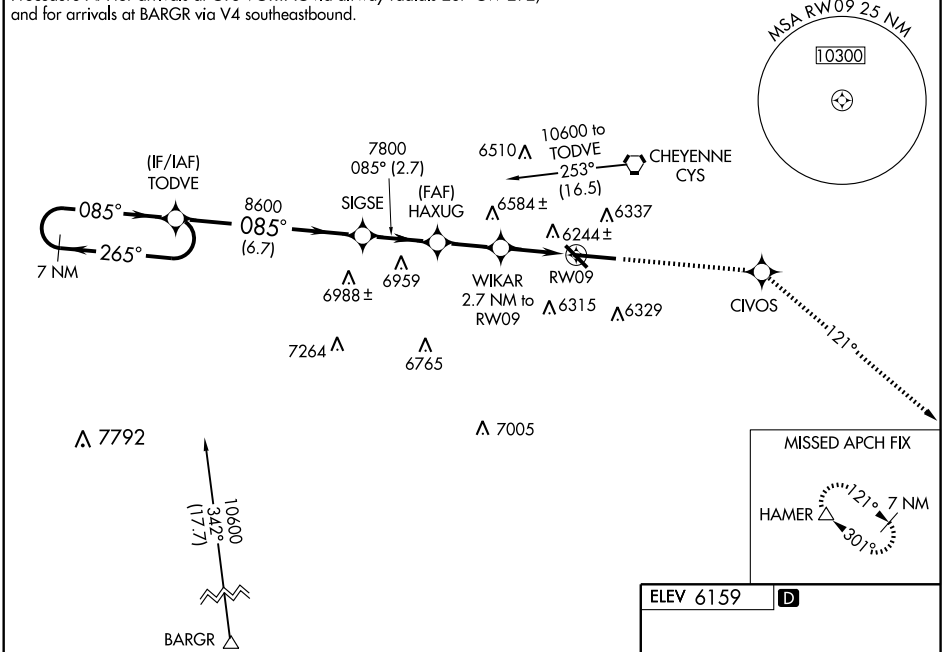
T A ASR/PAR

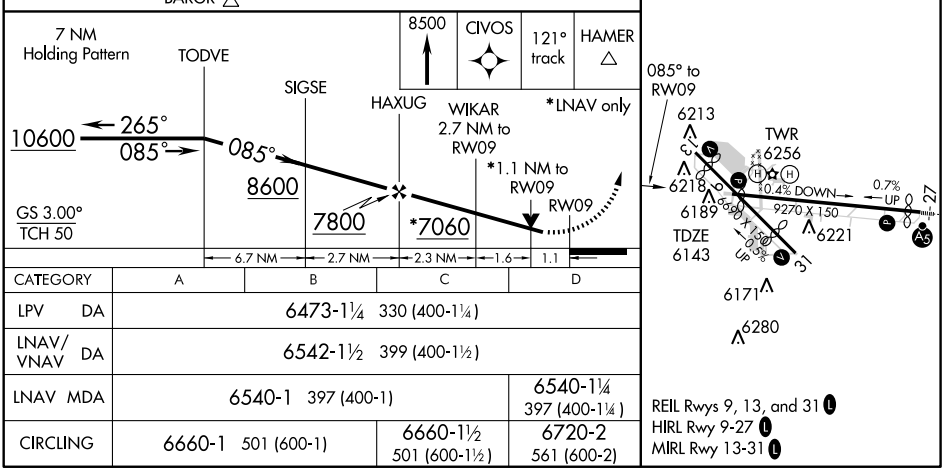
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA 251 feet, all MDA 260 feet, and all visibilities ¾ mile.
VDP and Baro-VNAV NA when using Laramie altimeter setting.

MISSED APPROACH: Climb to 8500 direct CIVOS and via 121° track to HAMER and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95

Procedure NA for arrivals at CYS VORTAC via airway radials 267 CW 292, and for arrivals at BARGR via V4 southeastbound.





CATEGORY	A	B	C	D
LPV DA	6473-1¼ 330 (400-1¼)			
LNAV/VNAV DA	6542-1½ 399 (400-1½)			
LNAV MDA	6540-1 397 (400-1)			6540-1¼ 397 (400-1¼)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56609 W13A	APP CRS 125°	Rwy ldg 4469 TDZE 6154 Apt Elev 6159

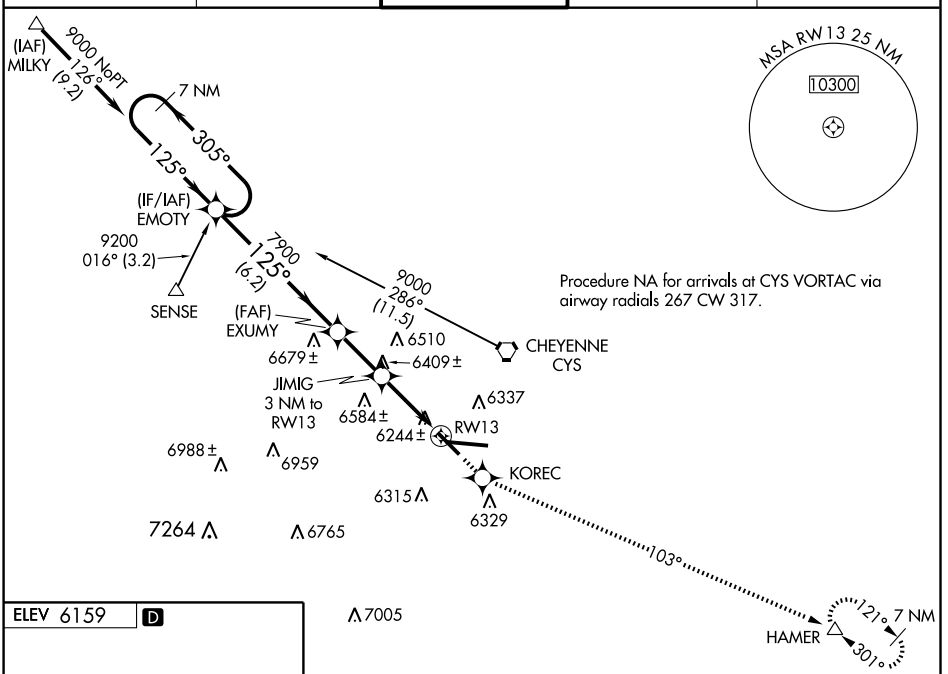
RNAV (GPS) RWY 13
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR

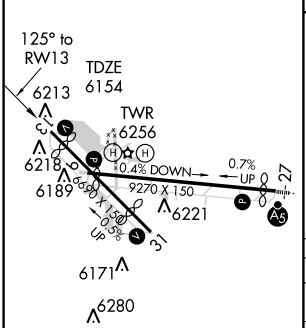
Baro-VNAV NA when using Laramie altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities 1 mile.

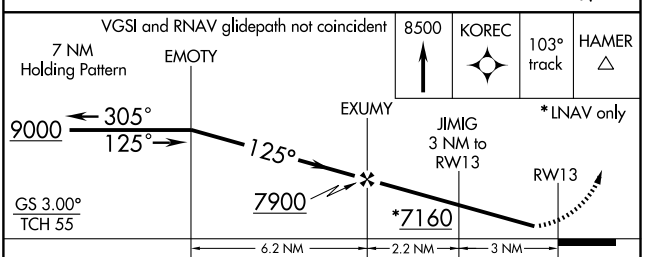
MISSED APPROACH: Climb to 8500 direct KOREC and via 103° track to HAMER and hold.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95



Procedure NA for arrivals at CYS VORTAC via airway radials 267 CW 317.





CATEGORY	A	B	C	D
LPV DA	6481-1 327 (400-1)			
LNAV/VNAV DA	6539-1¼ 385 (400-1¼)			
LNAV MDA	6660-1 506 (600-1)		6660-1½ 506 (600-1½)	
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

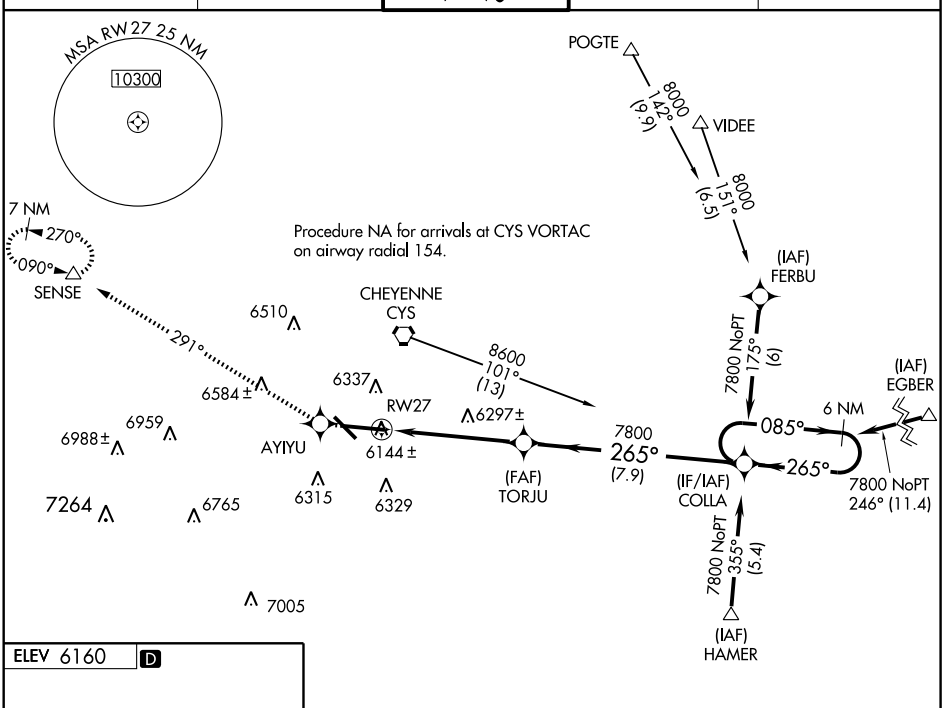
NW-1, 23 SEP 2010 to 21 OCT 2010

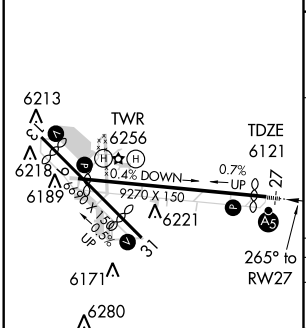
WAAS CH 70307 W27A	APP CRS 265°	Rwy ldg 7985 TDZE 6121 Apt Elev 6160

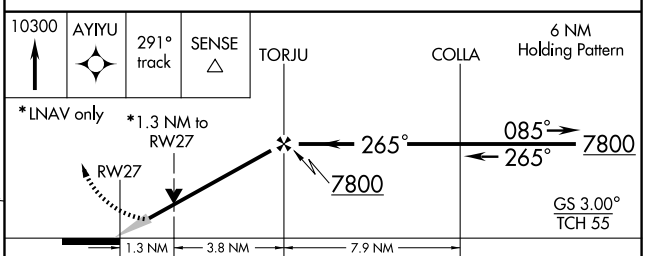
RNAV (GPS) RWY 27
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR	Baro-VNAV NA below -27°C (-16°F). DME/DME RNP-0.3 NA.	MALSR A5	MISSED APPROACH: Climb to 10300 direct AYIYU and via 291° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95







CATEGORY	A	B	C	D
LPV DA	6380/24 259 (300-½)			
LNAV/VNAV DA	6480/40 359 (400-¾)			
LNAV MDA	6560/24 439 (400-½)		6560/40 439 (400-¾)	6560/50 439 (400-1)
CIRCLING	6660-1 500 (500-1)		6660-1½ 500 (500-1½)	6720-2 560 (600-2)

REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 99609 W31A	APP CRS 305°	Rwy ldg 4469 TDZE 6147 Apt Elev 6159

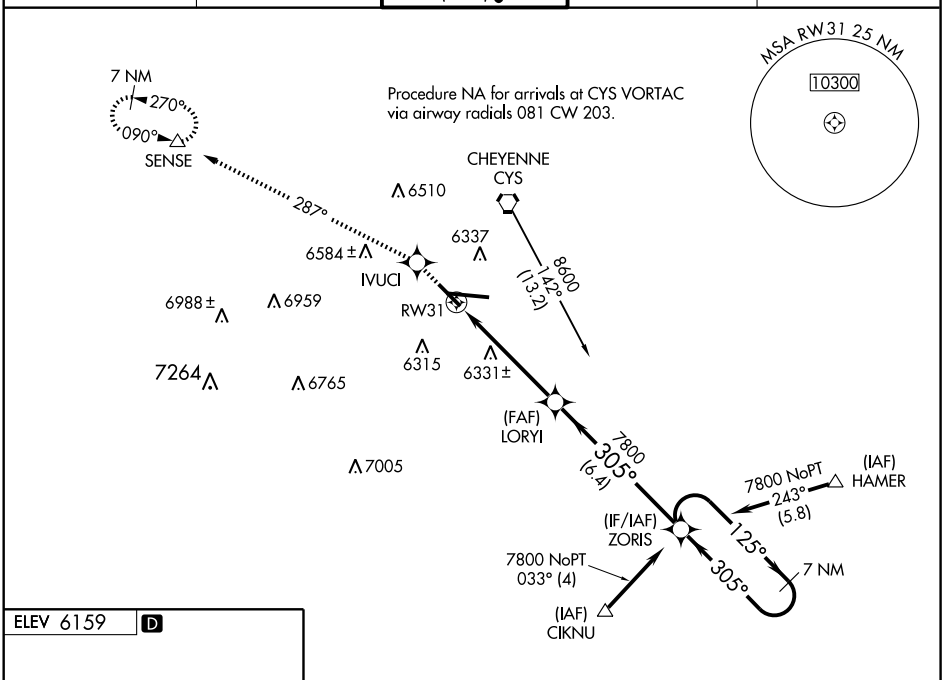
RNAV (GPS) RWY 31
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

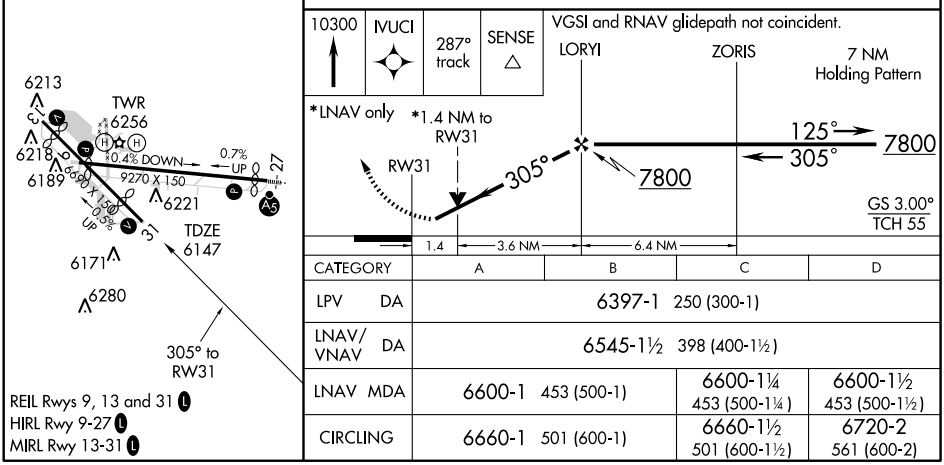
ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Laramie altimeter setting.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities ¾ mile.

MISSED APPROACH: Climb to 10300 direct IVUCI and via 287° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95





CATEGORY	A	B	C	D
LPV DA	6397-1 250 (300-1)			
LNAV/VNAV DA	6545-1½ 398 (400-1½)			
LNAV MDA	6600-1 453 (500-1)		6600-1¼ 453 (500-1¼)	6600-1½ 453 (500-1½)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC CYS 113.1 Chan 78	APP CRS 196°	Rwy ldg N/A TDZE N/A Apt Elev 6156

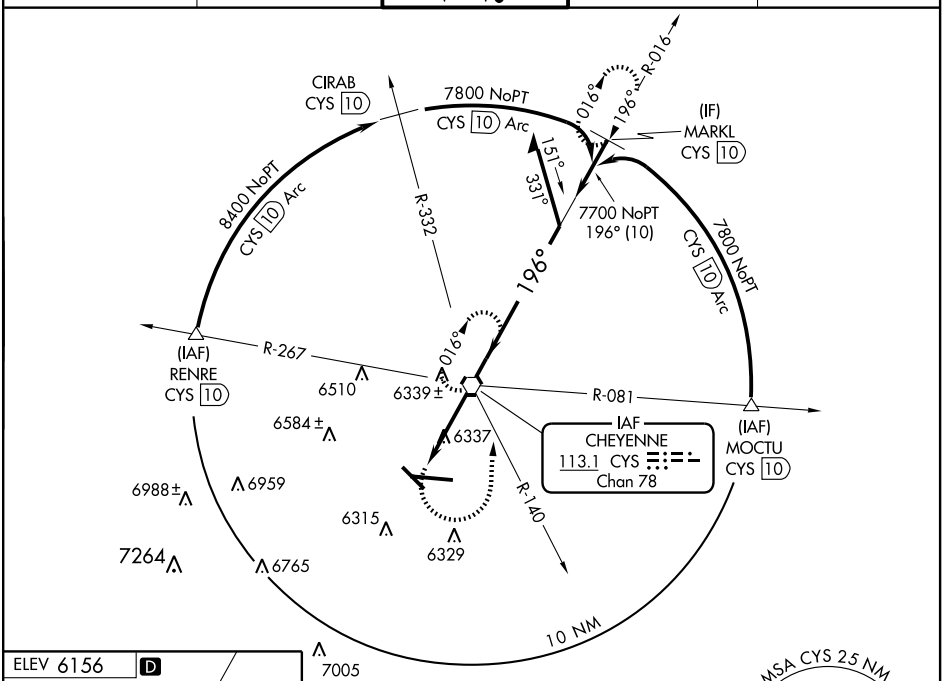
VOR or TACAN-A

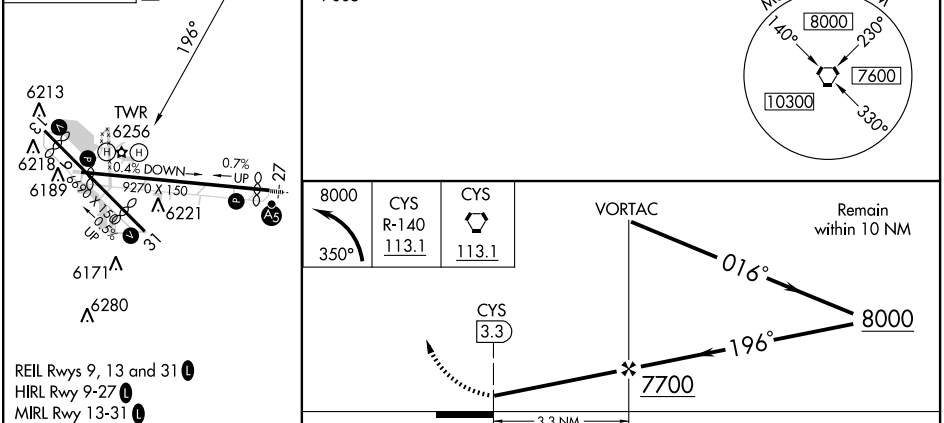
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAR

MISSED APPROACH: Climbing left turn to 8000 via heading 350° and CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS	CHEYENNE APP CON	CHEYENNE TOWER ★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95





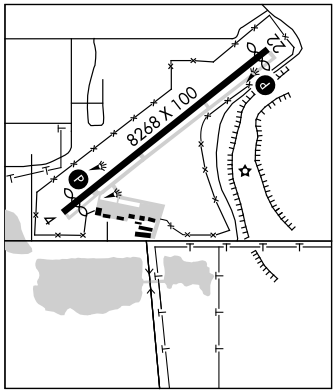
FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
CIRCLING	6660-1 504 (600-1)		6660-1½ 504 (600-1½)	6720-2 564 (600-2)

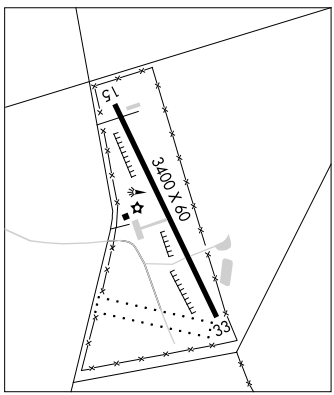
NW-1, 23 SEP 2010 to 21 OCT 2010

CODY

YELLOWSTONE RGNL (COD) 2 SE UTC−7(−6DT) N44°31.21′ W109°01.43′ **GREAT FALLS**
5102 B S4 **FUEL** 100, JET A OX 1 Class I, ARFF Index A NOTAM FILE COD **H–1E, L–13D**
RWY 04–22: H8268X100 (ASPH–GRVD) S–45, D–80, 2S–101 MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.50° TCH 63′. Thld dsplcd 690′. Road. 0.7% down.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 400′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8268 TODA–8268 ASDA–7868 LDA–7178
RWY 22: TORA–8268 TODA–8268 ASDA–7578 LDA–7178
AIRPORT REMARKS: Attended dawn–dusk. Low level waterfowl on lake ¼ mile SE of Rwy 04 thld. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 307–587–5096. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (307) 527–5197.
COMMUNICATIONS: CTAF/UNICOM 122.8
CODY RCO 122.3 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 133.25
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 189° 6.5 NM to fld. 4794/14E.



COKEVILLE MUNI (UØ6) 3 S UTC−7(−6DT) N42°02.75′ W110°57.96′ **SALT LAKE CITY**
6270 B NOTAM FILE CPR **L–11D**
RWY 15–33: H3400X60 (ASPH) S–10 MIRL (NSTD)
RWY 33: Fence.
AIRPORT REMARKS: Unattended. 120′ high electrical transmission lines running E–W 2 miles N of arpt. +2′ ground 70′ W of centerline full length. Uncontrolled vehicle access to arpt. Rwy 15–33 elevation highest near midfield. Rwy 15–33 pavement has lost all structural integrity. Pot holes beginning to form. No line of sight between rwy ends. MIRL Rwy 15–33 OTS indef. MIRL has missing lgts causing NSTD spacing. Some thld lenses clear. Variable rwy conditions and braking action during winter months due to thawing and freezing precipitation. Old yellow 'X' visible at Rwy 33 end. Wind indicator lgts OTS indef. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 315° 46.9 NM to fld. 7060/14E.



CONVERSE CO (See DOUGLAS)

COWLEY N44°54.84′ W108°26.59′ NOTAM FILE CPR. **BILLINGS**
NDB (MHW) 257 HCY at North Big Horn Co. **L–13D**

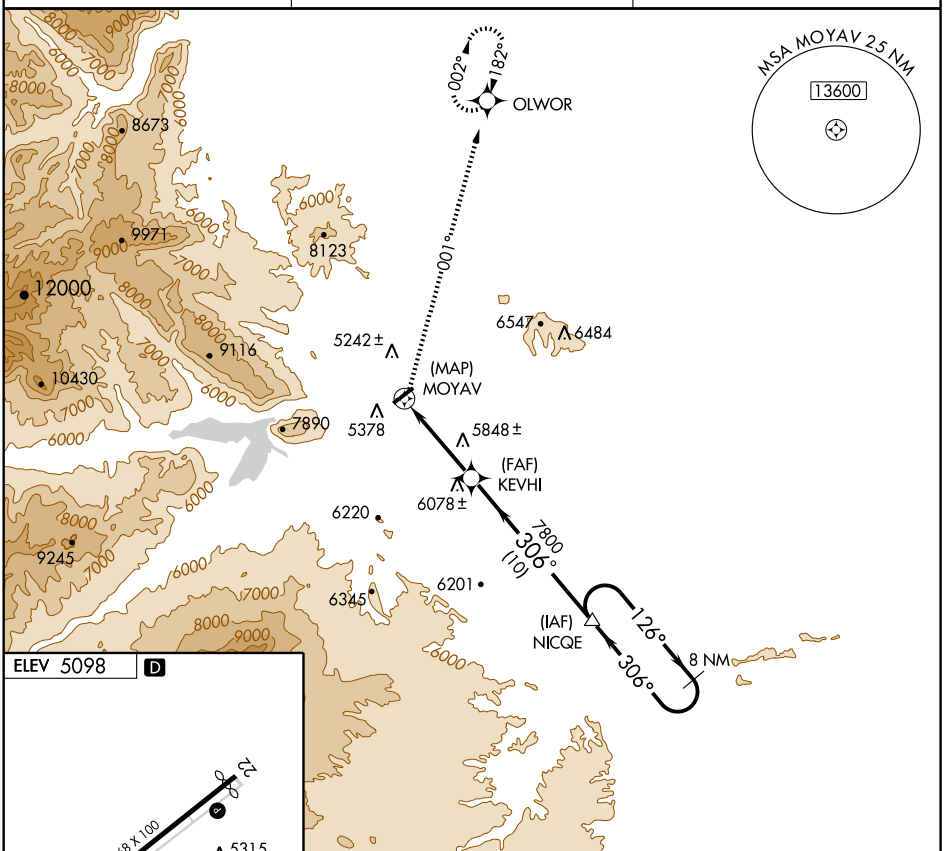
APP CRS	Rwy ldg	N/A
306°	TDZE	N/A
	Apt Elev	5098

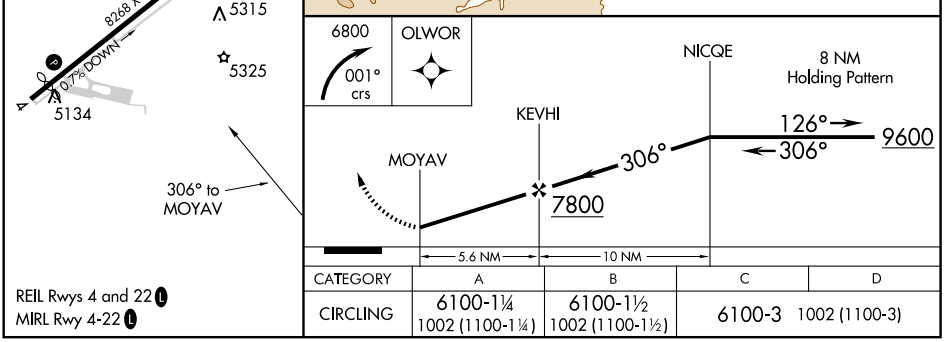
GPS-B
CODY/ YELLOWSTONE RGNL (COD)

NA

MISSED APPROACH: Climbing right turn to 6800 via 001° course to OLWOR WP and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6100-1¼ 1002 (1100-1¼)	6100-1½ 1002 (1100-1½)	6100-3 1002 (1100-3)	

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

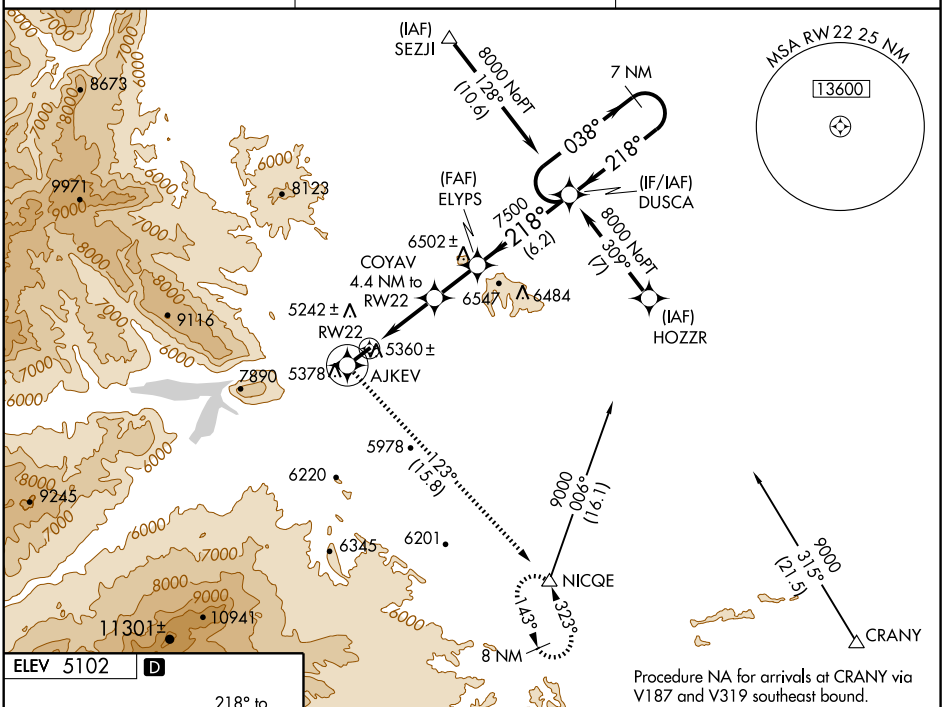
WAAS CH 93600 W22A	APP CRS 218°	Rwy ldg 7178 TDZE 5076 Apt Elev 5102

RNAV (GPS) RWY 22
CODY/ YELLOWSTONE RGNL (COD)

DME/DME RNP- 0.3 NA.

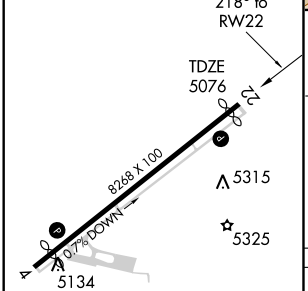
MISSED APPROACH: Climb to 9600 direct AJKEV and left turn via 123° track to NICQE and hold.

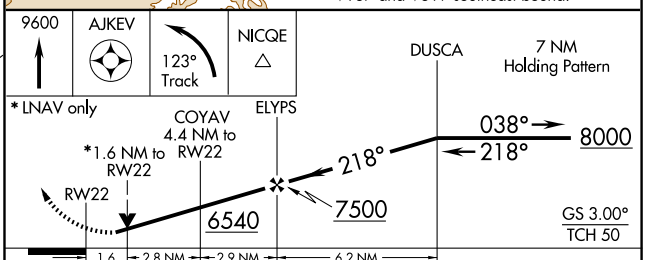
AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L



Procedure NA for arrivals at CRANY via V187 and V319 southeast bound.

ELEV 5102 D





CATEGORY	A	B	C	D
LPV DA	5457-1¼ 381 (400-1¼)			
LNAV/ VNAV DA	NA			
LNAV MDA	5620-1 544 (600-1)		5620-1½ 544 (600-1½)	5620-1¾ 544 (600-1¾)
CIRCLING	5840-1¼ 738 (800-1¼)		5900-2¼ 798 (800-2¼)	5960-2¾ 858 (900-2¾)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

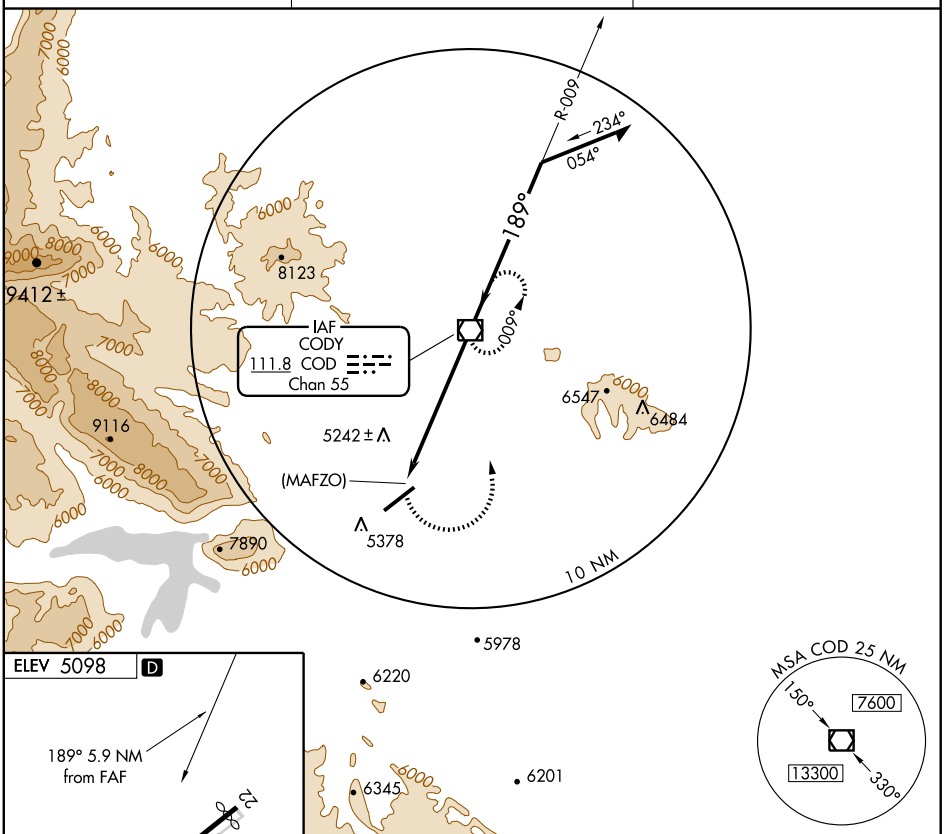
VOR/DME COD	APP CRS	Rwy ldg	N/A
111.8	189°	TDZE	N/A
Chan 55		Apt Elev	5098

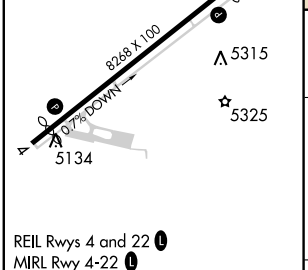
VOR or GPS-A

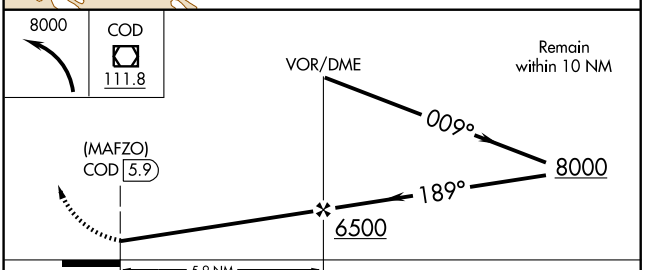
CODY/ YELLOWSTONE RGNL (COD)

MISSED APPROACH: Climbing left turn to 8000 direct COD VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	133.25 285.6	122.8 (CTAF) L







FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	5800-1	701 (800-1)	5800-2 701 (800-2)	5920-2¾ 821 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

COWLEY/LOVELL/BYRON

NORTH BIG HORN CO (U68) 2 N UTC−7(−6DT) N44°54.70′ W108°26.73′ — **BILLINGS H–1E, L–13D IAP**

4090 B **FUEL** 100LL NOTAM FILE CPR

RWY 09–27: H5199X75 (ASPH) S–12.5 MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.

RWY 16–34: 1866X65 (DIRT) 0.3% up SE

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For attendant after hours call 307–548–6236. CLOSED all major holidays. Rwy 16–34 soft when wet. Reflective markers mark entrance to twy and turnaround. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.925 (307) 548–2560.

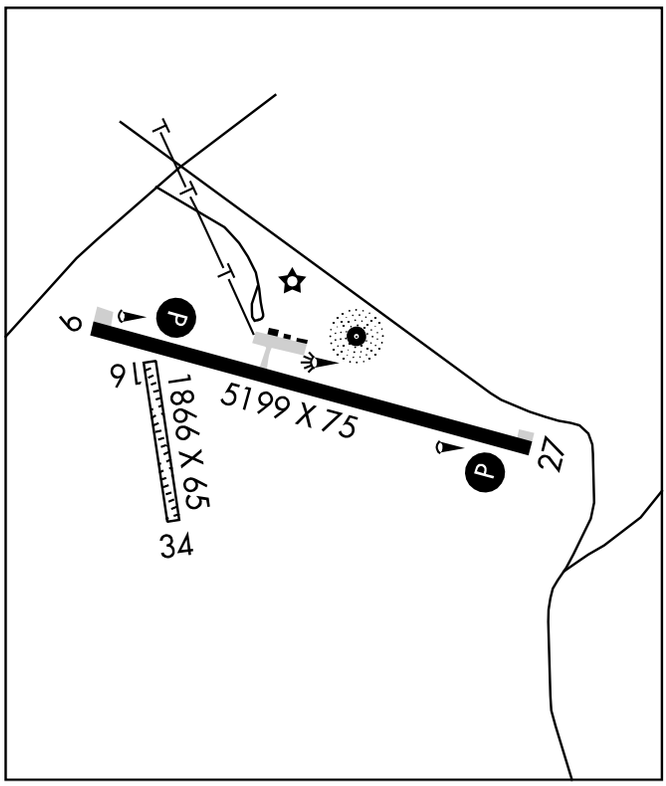
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE COD.

CODY (L) VOR/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 038° 28.3 NM to fld. 4794/14E.

COWLEY NDB (MHW) 257 HCY N44°54.84′ W108°26.59′ at fld. NOTAM FILE CPR.



CRAZY WOMAN

N43°59.98′ W106°26.14′ NOTAM FILE CPR. — **CHEYENNE H–1F, 2G, L–11E, 12F**

(H) VORW/DME 117.3 CZI Chan 120 319° 26.0 NM to Johnson Co. 4798/13E.

RCO 122.025 (CASPER RADIO)

DERYK

N44°16.25′ W105°31.33′ NOTAM FILE GCC. — **CHEYENNE L–12F, 13E**

NDB (MHW) 380 GC 339° 4.7 NM to Gillette–Campbell Co. Unmonitored 0500–1300Z‡.

DIXON

(9U4) 2 E UTC−7(−6DT) N41°02.30′ W107°29.84′ — **CHEYENNE H–3E, L–9E, 11E**

6520 B NOTAM FILE CPR

RWY 06–24: H7500X75 (ASPH) S–12 MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 24: REIL. Fence.

AIRPORT REMARKS: Unattended. Wildlife on and in vicinity of arpt. Plus 500′ terrain 9,700′ from AER 24. Snow banks +4′ along entire rwy winter months. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06; Rwy 24 and PAPI Rwy 06—CTAF. Snow removal on 24 hour PPR call 307–383–6630/6245/2602.

WEATHER DATA SOURCES: AWOS–A 119.425. Weather report unavbl indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.21′ W107°18.29′ 330° 32.3 NM to fld. 7269/14E.

NDB HCY	APP CRS	Rwy ldg	5199
257	078°	TDZE	4080
		Apt Elev	4090

NDB or GPS RWY 9

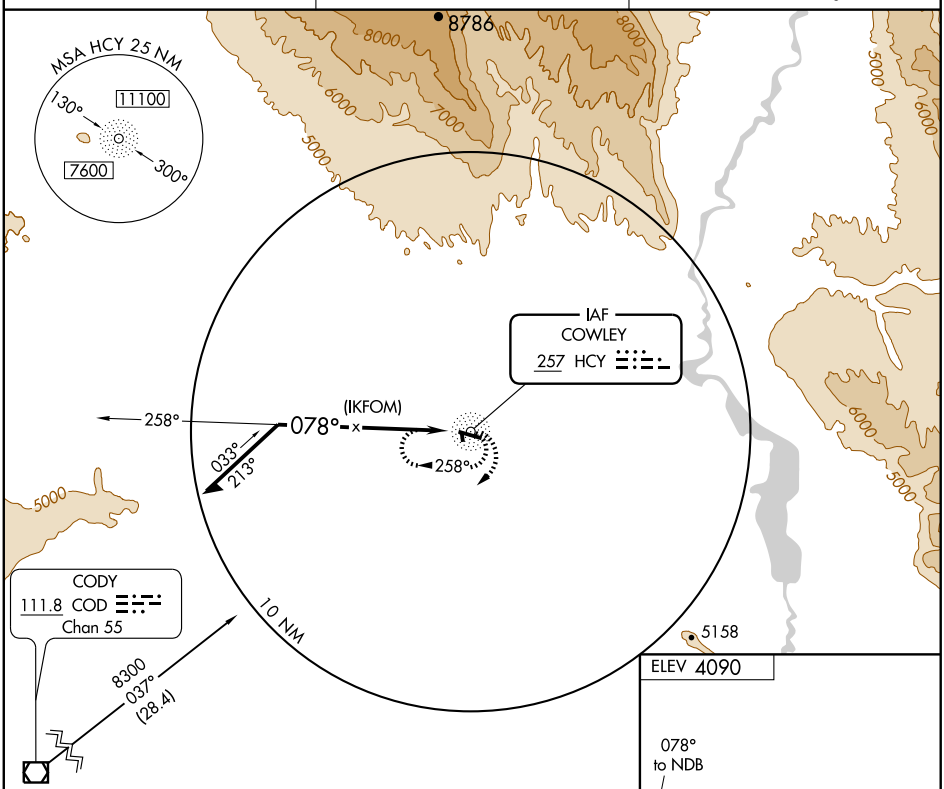
COWLEY/ NORTH BIG HORN COUNTY (U68)

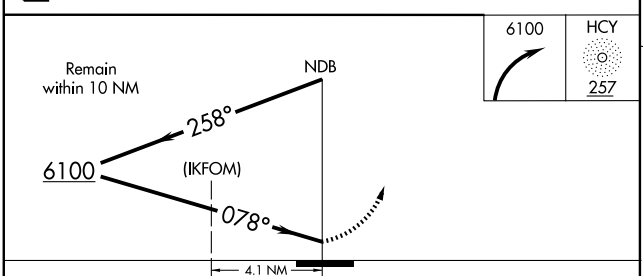
Obtain local altimeter setting on CTAF; when not received, procedure NA.

NA

MISSED APPROACH: Climbing right turn to 6100 in HCY NDB holding pattern.

AWOS-3	SALT LAKE CENTER	UNICOM
119.925	133.25 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	4860-1 780 (800-1)	4860-1¼ 780 (800-1¼)	4860-2¼ 780 (800-2¼)	4860-2½ 780 (800-2½)
CIRCLING	4860-1 770 (800-1)	4860-1¼ 770 (800-1¼)	4860-2¼ 770 (800-2¼)	4860-2½ 770 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

DOUGLAS

CONVERSE CO (DGW) 3 N UTC−7(−6DT) N42°47.83′ W105°23.15′

CHEYENNE
H–3F, 5A, L–12F
IAP

4937 B S4 **FUEL** 100LL, JET A NOTAM FILE DGW

RWY 11–29: H6534X100 (ASPH) MIRL 0.4% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 31′.

RWY 29: REIL. PAPI(P2L)—GA 3.0°. TCH 41′.

RWY 05–23: H4760X75 (ASPH) S–12.5 MIRL 0.3% up NE

RWY 23: PAPI(P2L)—GA 3.0° TCH 46′. Hill.

AIRPORT REMARKS: Attended Mon–Fri 1330–0030Z‡, Sat–Sun 1500–0000Z‡. Wildlife on and invof arpt. Retro–reflective markers along all twys. MIRL Rwy 11–29 and Rwy 05–23 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 29–CTAF. PAPI Rwy 11, Rwy 23 and Rwy 29 opr continuously.

WEATHER DATA SOURCES: ASOS 135.225 (307) 358–4448.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 121.975 (CASPER RADIO)

DENVER CENTER APP/DEP CON 135.6

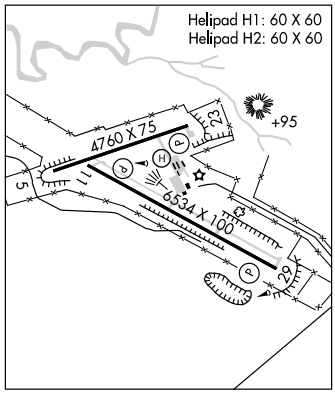
RADIO TO NAVIGATION: NOTAM FILE DGW.

HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 304° 10.1 NM to fld. 4906/12E.

• • • • • • • • • • • • • • • •

HELIPAD H1: H60X60 (ASPH)

HELIPAD H2: H60X60 (ASPH)



DUBOIS MUNI (U25) 3 NW UTC−7(−6DT) N43°32.90′ W109°41.42′

SALT LAKE CITY
H–3E, L–11D

7291 B **FUEL** 100LL NOTAM FILE CPR

RWY 10–28: H6100X60 (ASPH—PFC) S–24 MIRL

RWY 10: Ground.

RWY 28: PAPI(P2L)—GA 3.0° TCH 40′. Ground. Rgt tfc.

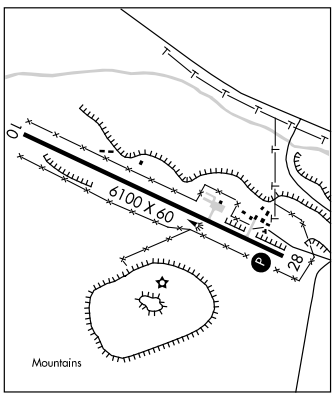
AIRPORT REMARKS: Unattended. Fuel avbl prior arrangement only, 307–455–2061/2100. Rwy 10–28 markings have no glass beads and several have incorrect dimensions and/or locations. Rwy 10–28 markings are faded and older incorrect markings are showing through. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (307) 455–2211.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 259° 60.9 NM to fld. 7550/16E.



DUNOIR N43°49.70′ W110°20.13′ NOTAM FILE CPR.

SALT LAKE CITY
H–1D, L–11D

(H) VORW/DME 117.2 DNW Chan 119 218° 22.0 NM to Jackson Hole. 7720/15E.

VOR/DME unusable:

010°–030° byd 25 NM blo 17,000′
030°–130° byd 15 NM
130°–210° byd 20 NM
210°–230° byd 25 NM
230°–240° byd 20 NM
240°–270° byd 30 NM
270°–330° byd 20 NM
330°–340° byd 10 NM
340°–010° byd 15 NM

RCO 122.6 (CASPER RADIO)

ELK MOUNTAIN EHY N41°43.52′ W106°27.57′ /7299.

CHEYENNE
H–3E, L–11E

AWOS–3 118.8 307–348–7320

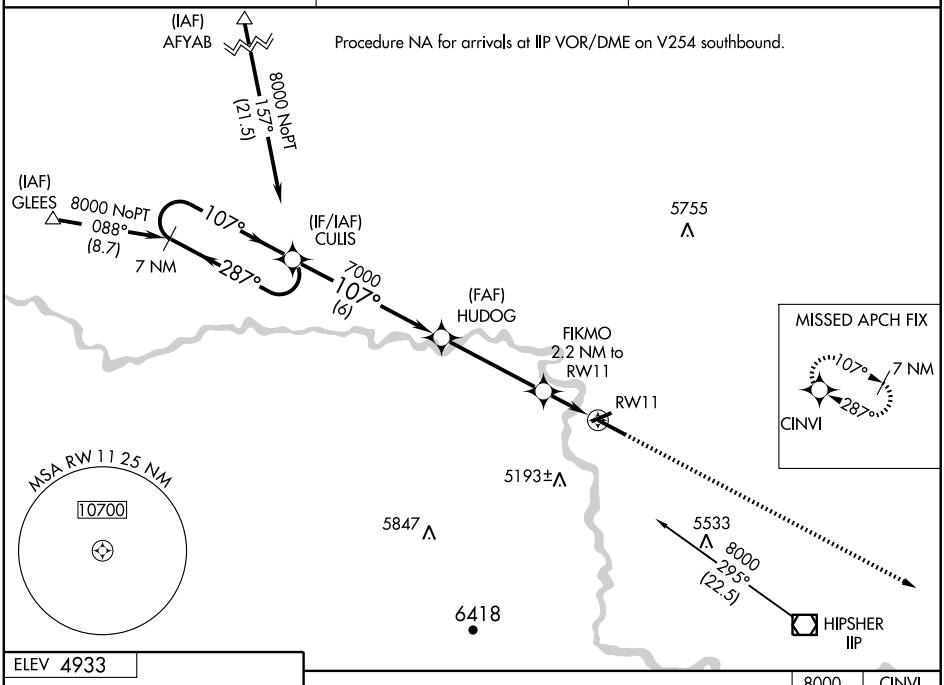
WAAS CH 58018 W11A	APP CRS 107°	Rwy ldg 6534 TDZE 4921 Apt Elev 4933

RNAV (GPS) RWY 11
DOUGLAS / CONVERSE COUNTY (DGW)

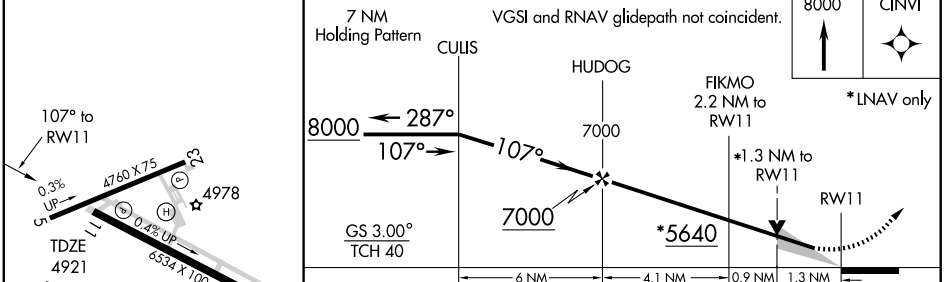
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 direct CINVI and hold.

ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L



ELEV 4933



CATEGORY	A	B	C	D
LPV DA	5121-¾ 200 (200-¾)			
LNAV/VNAV DA	5329-1½ 408 (400-1½)			
LNAV MDA	5340-1 419 (500-1)		5340-1¼ 419 (500-1¼)	
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5560-2 627 (700-2)

REIL Rwy 29 L
MIRL Rwys 11-29 and 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

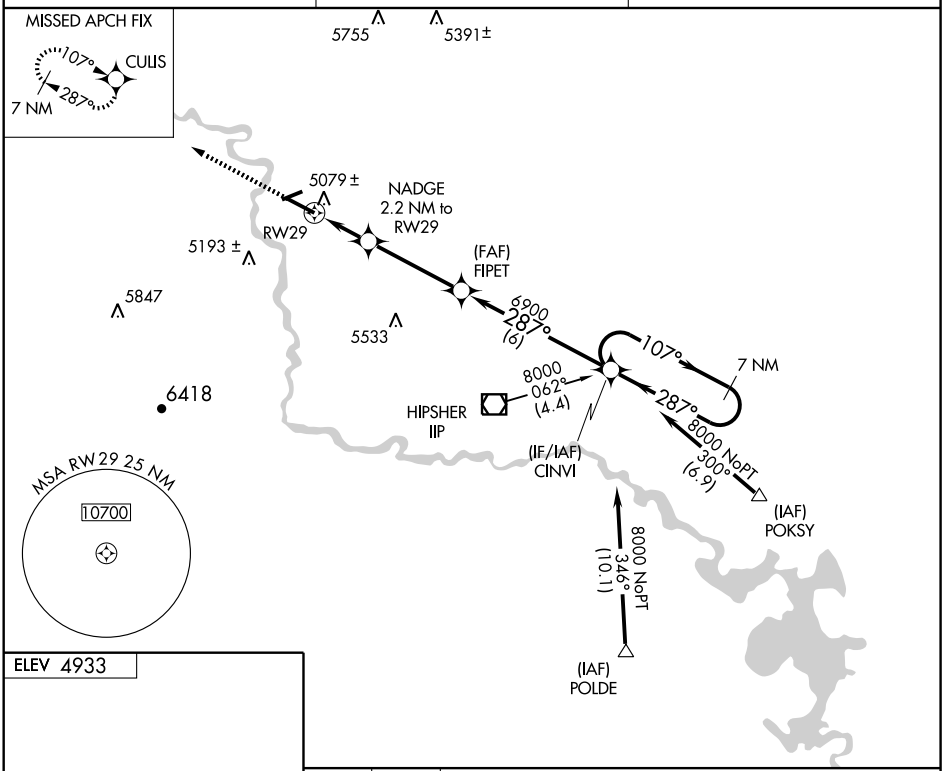
WAAS CH 61018 W29A	APP CRS 287°	Rwy ldg 6534 TDZE 4933 Apt Elev 4933

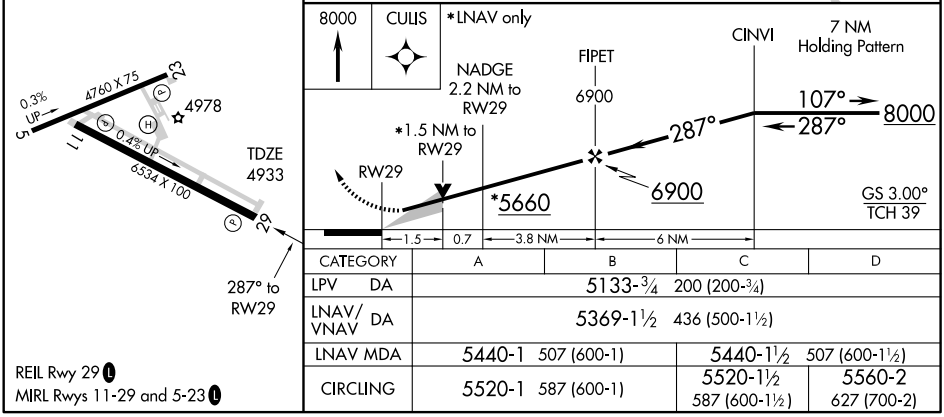
RNAV (GPS) RWY 29
DOUGLAS / CONVERSE COUNTY (DGW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 direct CULIS and hold.

ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5133-¾ 200 (200-¾)			
LNAV/VNAV DA	5369-1½ 436 (500-1½)			
LNAV MDA	5440-1 507 (600-1)		5440-1½ 507 (600-1½)	
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5560-2 627 (700-2)

REIL Rwy 29 L
MIRL Rwys 11-29 and 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

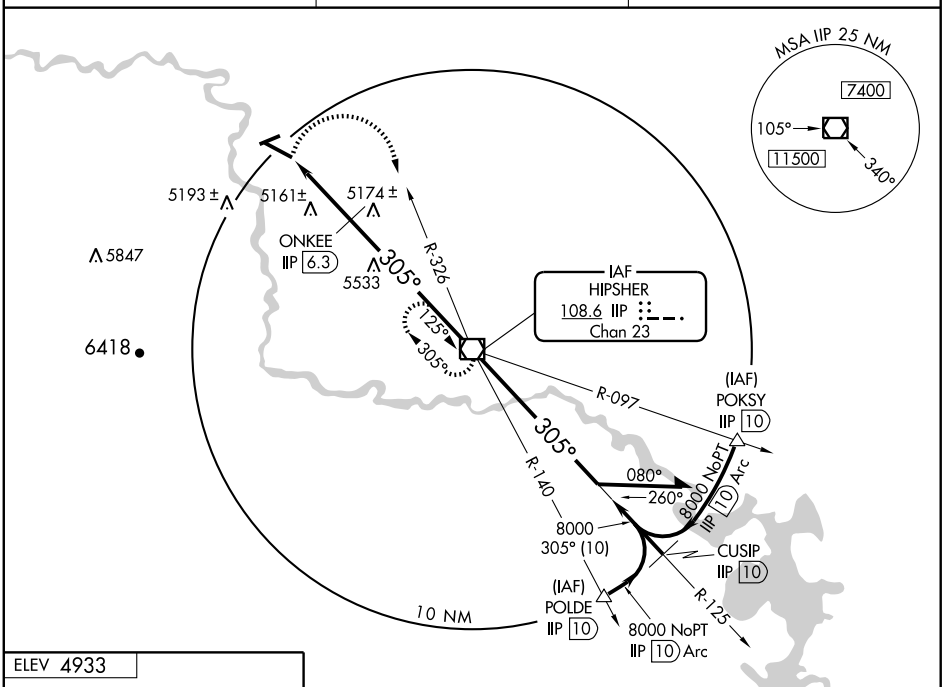
VOR/DME IIP	APP CRS	Rwy ldg	6534
108.6	305°	TDZE	4933
Chan 23		Apt Elev	4933

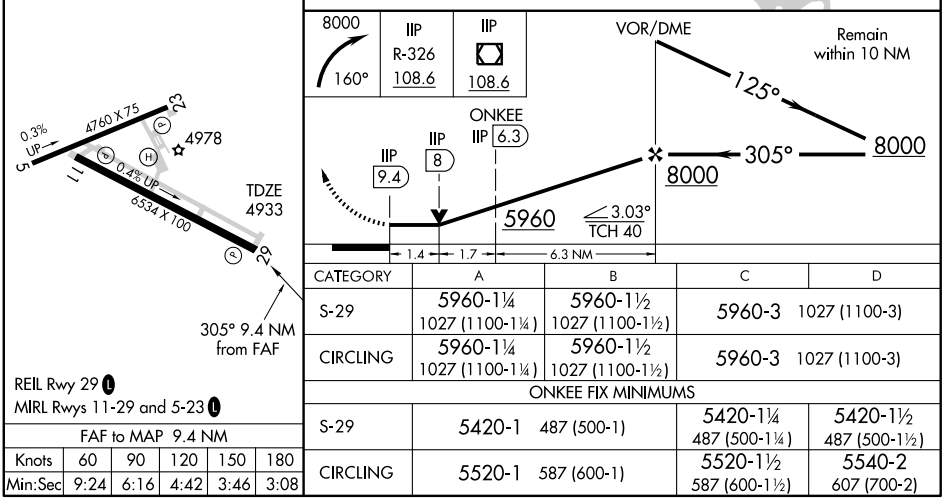
VOR RWY 29

DOUGLAS / CONVERSE COUNTY (DGW)

MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L





REIL Rwy 29 L
MIRL Rwys 11-29 and 5-23 L

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

CATEGORY	A	B	C	D
S-29	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3 1027 (1100-3)	
CIRCLING	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3 1027 (1100-3)	
ONKEE FIX MINIMUMS				
S-29	5420-1 487 (500-1)		5420-1¼ 487 (500-1¼)	5420-1½ 487 (500-1½)
CIRCLING	5520-1 587 (600-1)		5520-1½ 587 (600-1½)	5540-2 607 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC−7(−6DT) N41°16.49′ W111°02.08′

SALT LAKE CITY
H–3E, L–9D, 11D
IAP

7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW

RWY 05–23: H7300X100 (ASPH–GRVD) S–30 HIRL

RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 45′.

RWY 23: MALSR. RAIL. PAPI(P4L)—GA 3.0° TCH 45′

AIRPORT REMARKS: Attended 1400–0200Z‡. For svc after hrs call 1–800–789–2256. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously. Ldg fee.

WEATHER DATA SOURCES: ASOS 120.0 (307) 789–0585.

COMMUNICATIONS: CTAF/UNICOM 123.0

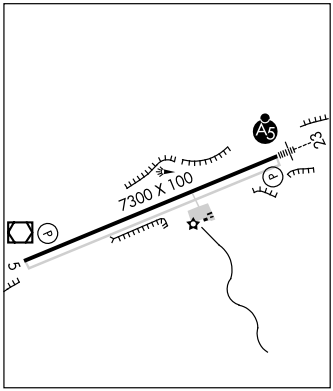
SALT LAKE CENTER APP/DEP CON 127.7

GCO 121.72 (SALT LAKE CENTER CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′ W111°02.81′ at fld. 7145/13E.

ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE. GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC−7(−6DT) N41°23.60′ W110°24.37′

SALT LAKE CITY
H–3E, L–11D
IAP

7034 B S4 **FUEL** 100LL NOTAM FILE CPR

RWY 04–22: H6402X80 (ASPH) S–12.5, D–20, 2D–20 MIRL 0.5% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 22′.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 22′.

RWY 06–24: 3600X50 (TURF–DIRT)

RWY 06: Fence.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For service after hrs call 307–780–5815. Fuel avbl by 24 hr card service. Rwy 06–24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04–22 plowed winter months; Rwy 06–24 CLOSED winter months except for ski equipment acft, dirt/turf rwys not maintained. Rwy 06 +3′ metal structure at thld 58′ left. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, and PAPI Rwy 04 and Rwy 22–CTAF.

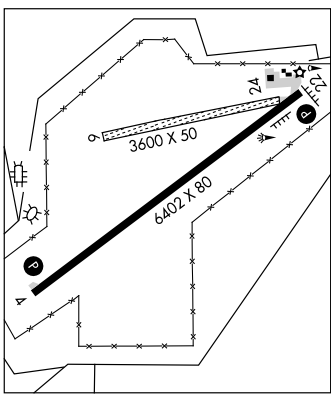
WEATHER DATA SOURCES: AWOS–2 118.8 (307) 782–3226.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

LOC/DME I-EVW 108.9 Chan 26	APP CRS 234°	Rwy ldg 7300 TDZE 7143 Apt Elev 7143

ILS or LOC/DME RWY 23
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

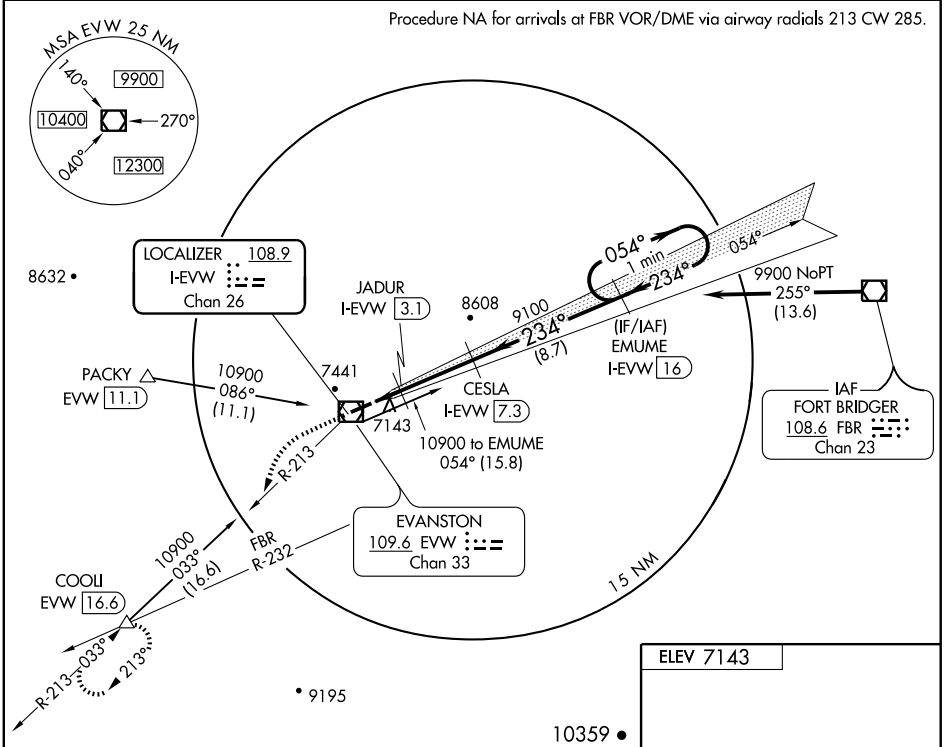
For inoperative MALSR, increase S-LOC 23 Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

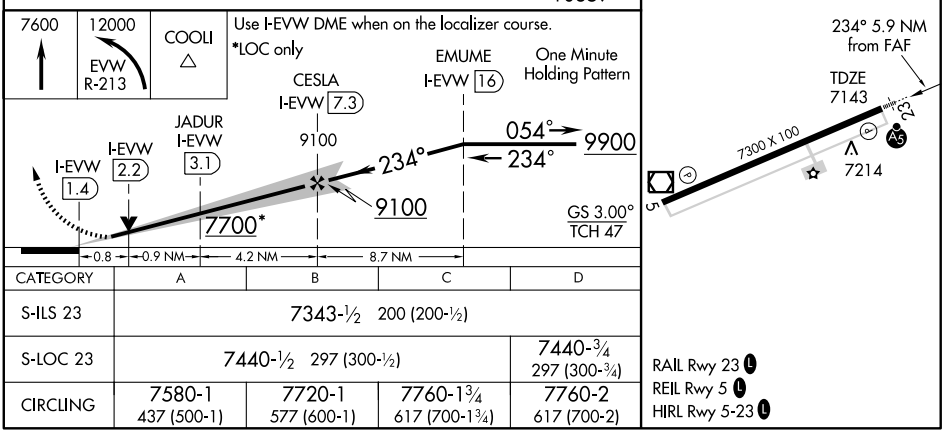
MALSR A5

MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.





CATEGORY	A	B	C	D
S-ILS 23	7343-½ 200 (200-½)			
S-LOC 23	7440-½ 297 (300-½)			7440-¾ 297 (300-¾)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

RAIL Rwy 23 L
REIL Rwy 5 L
HIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

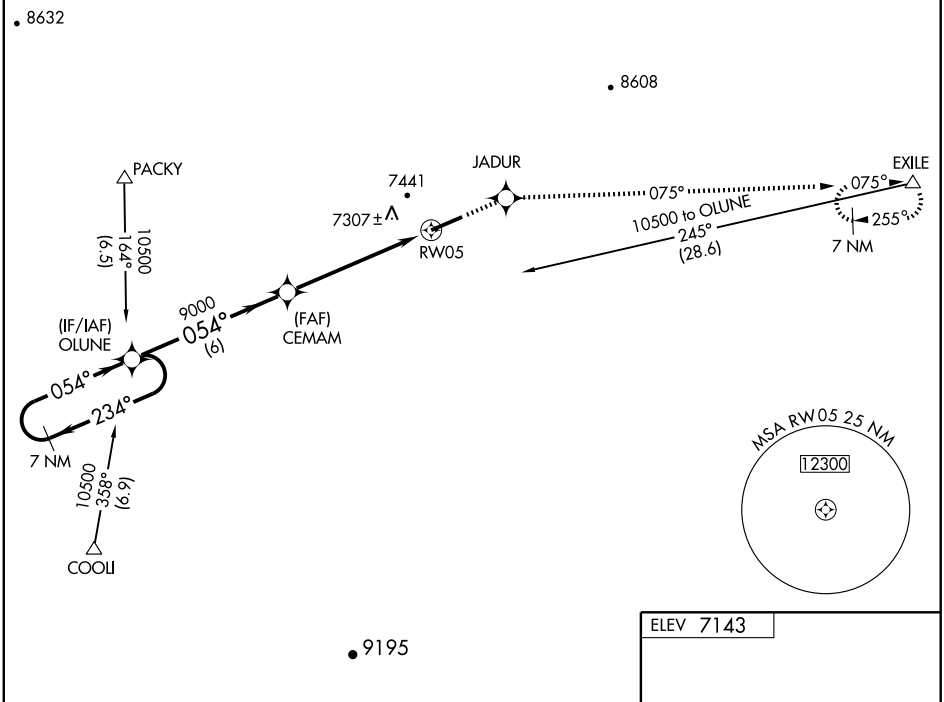
WAAS CH 78302 W05A	APP CRS 054°	Rwy ldg 7300 TDZE 7141 Apt Elev 7143

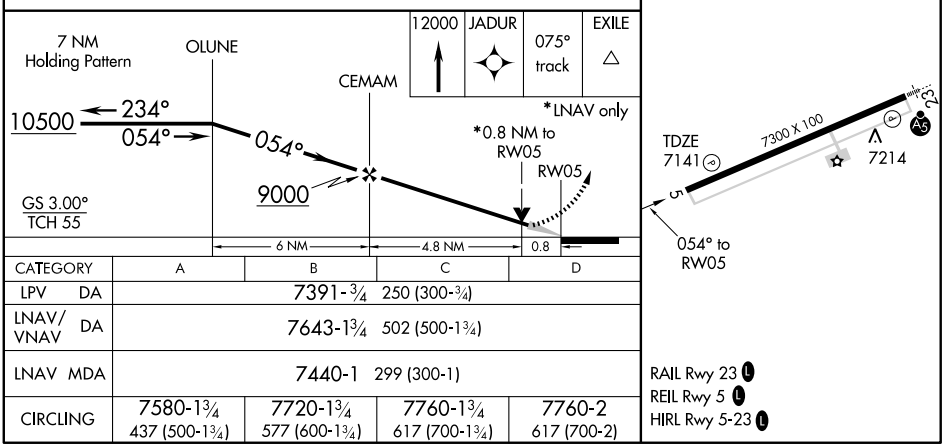
RNAV (GPS) RWY 5
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

If local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (94°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	7391-¾ 250 (300-¾)			
LNAV/VNAV DA	7643-1¾ 502 (500-1¾)			
LNAV MDA	7440-1 299 (300-1)			
CIRCLING	7580-1¾ 437 (500-1¾)	7720-1¾ 577 (600-1¾)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 77905 W23A	APP CRS 234°	Rwy ldg 7300 TDZE 7143 Apt Elev 7143

RNAV (GPS) RWY 23
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

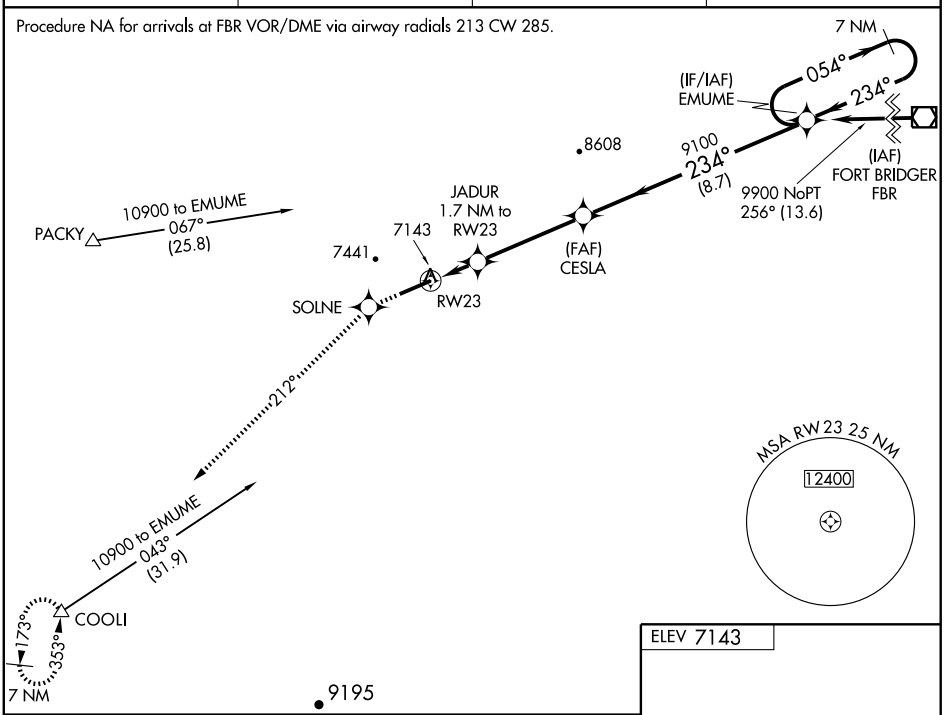
For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV/VNAV Cat. D to 1 and LNAV Cat. D to 1¼.
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA.

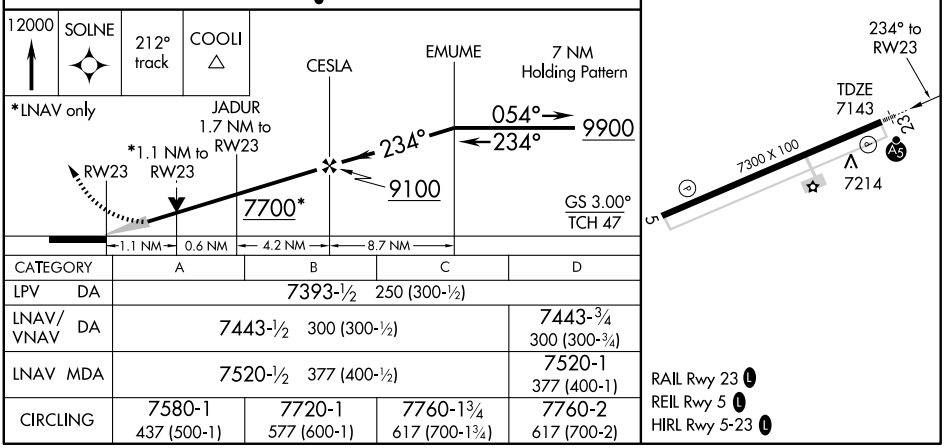
MALSR

MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.





CATEGORY	A	B	C	D
LPV DA	7393-½ 250 (300-½)			
LNAV/VNAV DA	7443-½ 300 (300-½)			7443-¾ 300 (300-¾)
LNAV MDA	7520-½ 377 (400-½)			7520-1 377 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

RAIL Rwy 23 L
REIL Rwy 5 L
HIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

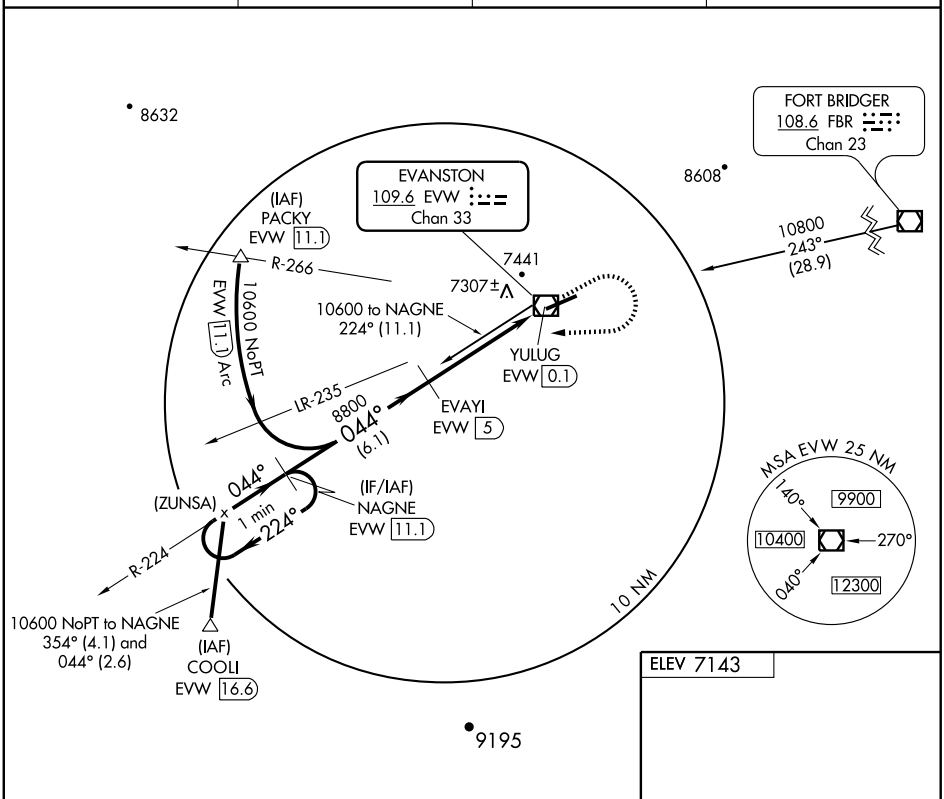
VOR/DME EVW 109.6 Chan 33	APP CRS 044°	Rwy ldg 7300 TDZE 7141 Apt Elev 7143

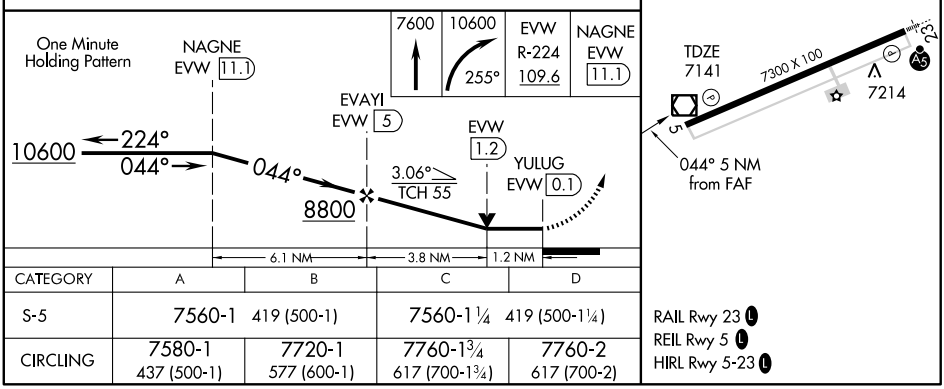
VOR/DME RWY 5
EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7600, then climbing right turn to 10600 via heading 255° and EVW VOR/DME R-224 to NAGNE/11.1 DME and hold, continue climb-in-hold to 10600.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-5	7560-1 419 (500-1)		7560-1¼ 419 (500-1¼)	
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

RAIL Rwy 23 L
REIL Rwy 5 L
HIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME EVW 109.6 Chan 33	APP CRS 237°	Rwy ldg 7300 TDZE 7143 Apt Elev 7143

VOR/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

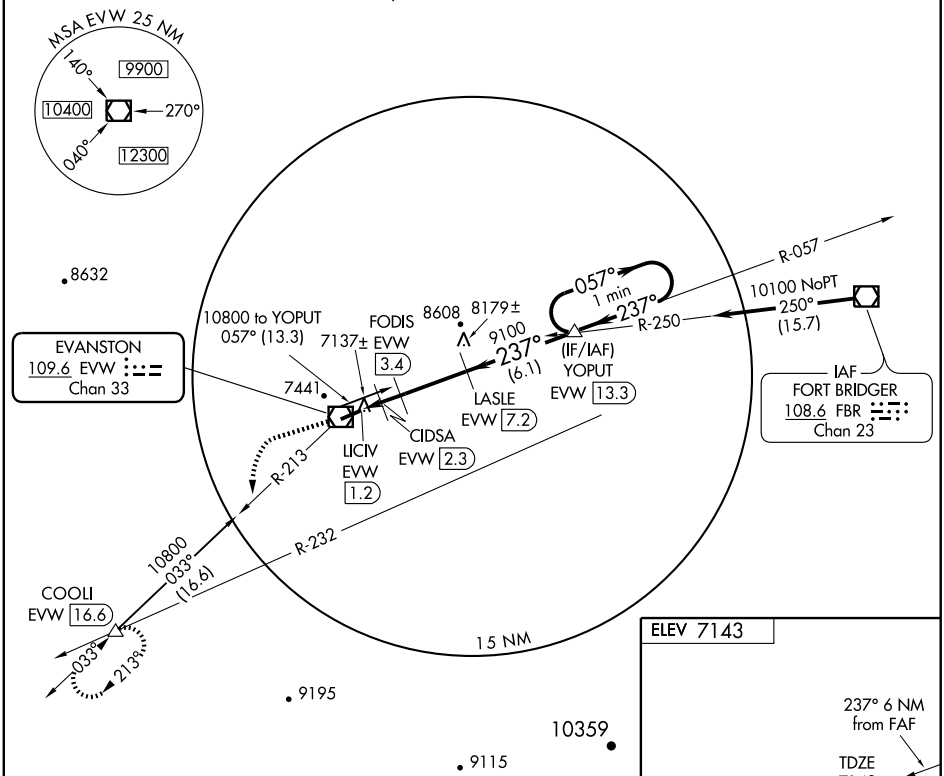
For inoperative MALSR, increase S-23 Cat. D visibility to 1¼ mile.
If local altimeter setting not received, procedure NA.

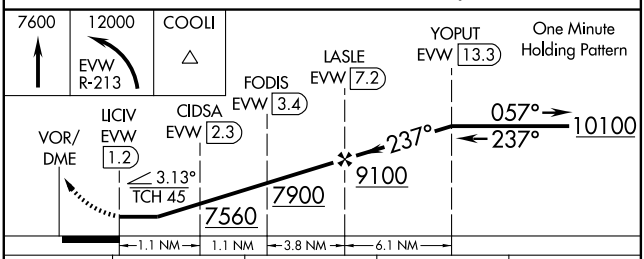
MALSR

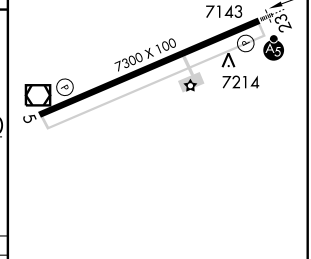
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/16.6 DME and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.







CATEGORY	A	B	C	D
S-23	7500-½ 357 (400-½)			7500-1 357 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)

RAIL Rwy 23 L
REIL Rwy 5 L
HIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

EVANSTON UINTA CO BURNS FLD (EVW) 3 W UTC−7(−6DT) N41°16.49′ W111°02.08′

SALT LAKE CITY
H–3E, L–9D, 11D
IAP

7143 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE EVW

RWY 05–23: H7300X100 (ASPH–GRVD) S–30 HIRL

RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 45′.

RWY 23: MALSR. RAIL. PAPI(P4L)—GA 3.0° TCH 45′

AIRPORT REMARKS: Attended 1400–0200Z‡. For svc after hrs call 1–800–789–2256. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 23 and REIL Rwy 05—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously. Ldg fee.

WEATHER DATA SOURCES: ASOS 120.0 (307) 789–0585.

COMMUNICATIONS: CTAF/UNICOM 123.0

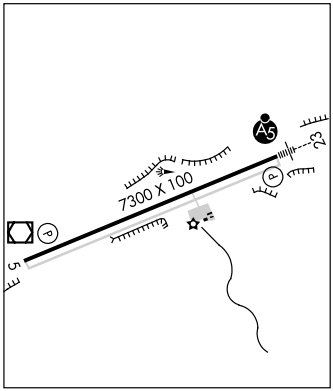
SALT LAKE CENTER APP/DEP CON 127.7

GCO 121.72 (SALT LAKE CENTER CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′ W111°02.81′ at fld. 7145/13E.

ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE. GS unusable byd 5° rgt of course.



FORT BRIDGER (FBR) 4 N UTC−7(−6DT) N41°23.60′ W110°24.37′

SALT LAKE CITY
H–3E, L–11D
IAP

7034 B S4 **FUEL** 100LL NOTAM FILE CPR

RWY 04–22: H6402X80 (ASPH) S–12.5, D–20, 2D–20 MIRL 0.5% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 22′.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 22′.

RWY 06–24: 3600X50 (TURF–DIRT)

RWY 06: Fence.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For service after hrs call 307–780–5815. Fuel avbl by 24 hr card service. Rwy 06–24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04–22 plowed winter months; Rwy 06–24 CLOSED winter months except for ski equipment acft, dirt/turf rwys not maintained. Rwy 06 +3′ metal structure at thld 58′ left. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, and PAPI Rwy 04 and Rwy 22–CTAF.

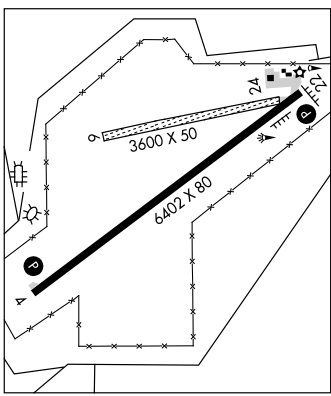
WEATHER DATA SOURCES: AWOS–2 118.8 (307) 782–3226.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 028° 1.2 NM to fld. 7060/14E.



GENERAL BREES FLD (See LARAMIE)

RNAV (GPS) RWY 22
FORT BRIDGER (FBR)

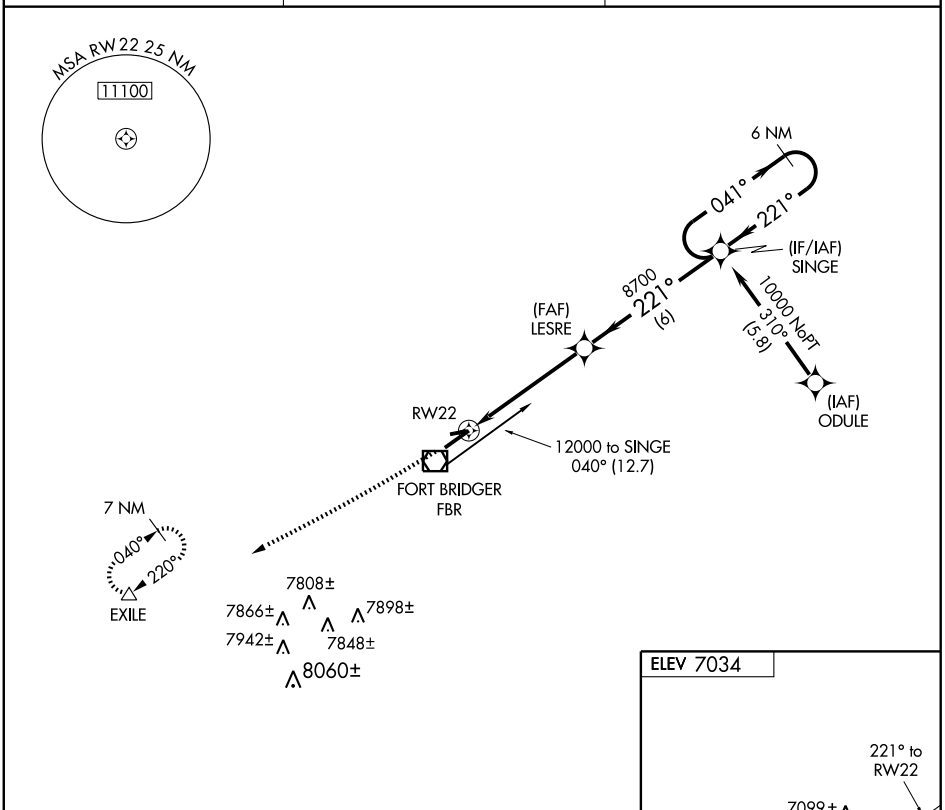
APP CRS	Rwy ldg	6402
221°	TDZE	7018
	Apt Elev	7034

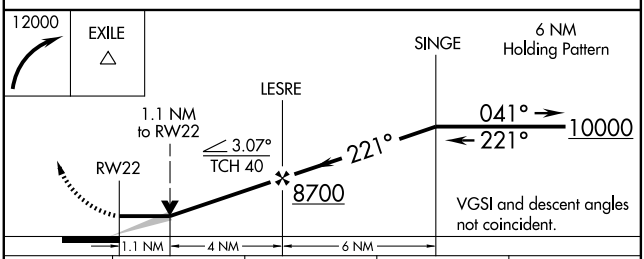
T
A NA

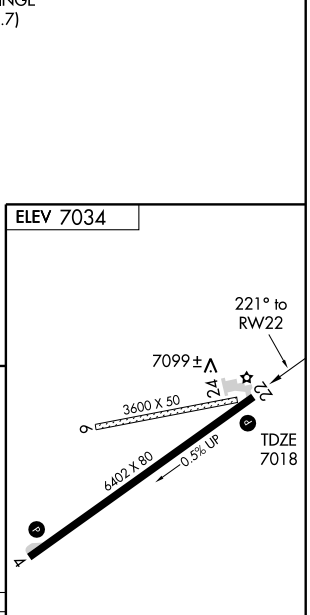
GPS or RNP 0.3 required.
DME/DME RNP 0.3 NA

MISSED APPROACH: Climbing right turn to 12000 direct EXILE WP and hold.

AWOS-2	CASPER RADIO	UNICOM
118.8	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7360-1 342 (400-1)			7360-1¼ 342 (400-1¼)
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1½ 466 (500-1½)	7600-2 566 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME FBR	APP CRS	Rwy ldg	6402
108.6	215°	TDZE	7018
Chan 23		Apt Elev	7034

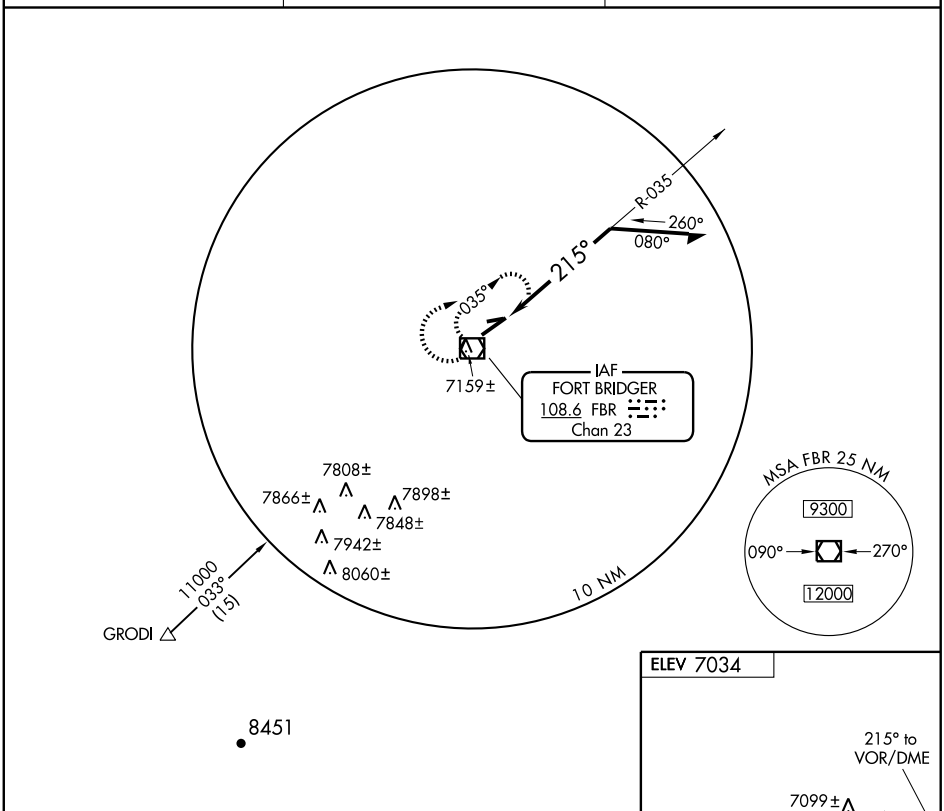
VOR RWY 22
FORT BRIDGER (FBR)

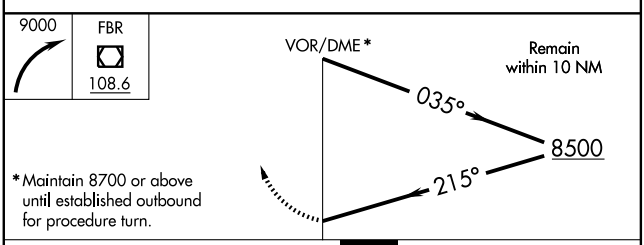
NA

If local altimeter setting not received, procedure NA.

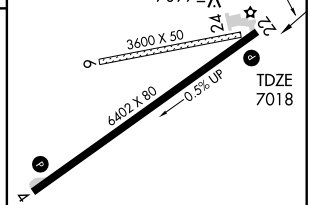
MISSED APPROACH: Climbing right turn to 9000 in FBR VOR/DME holding pattern.

AWOS-2	CASPER RADIO	UNICOM
118.8	122.3	122.8 (CTAF) L





*Maintain 8700 or above until established outbound for procedure turn.



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

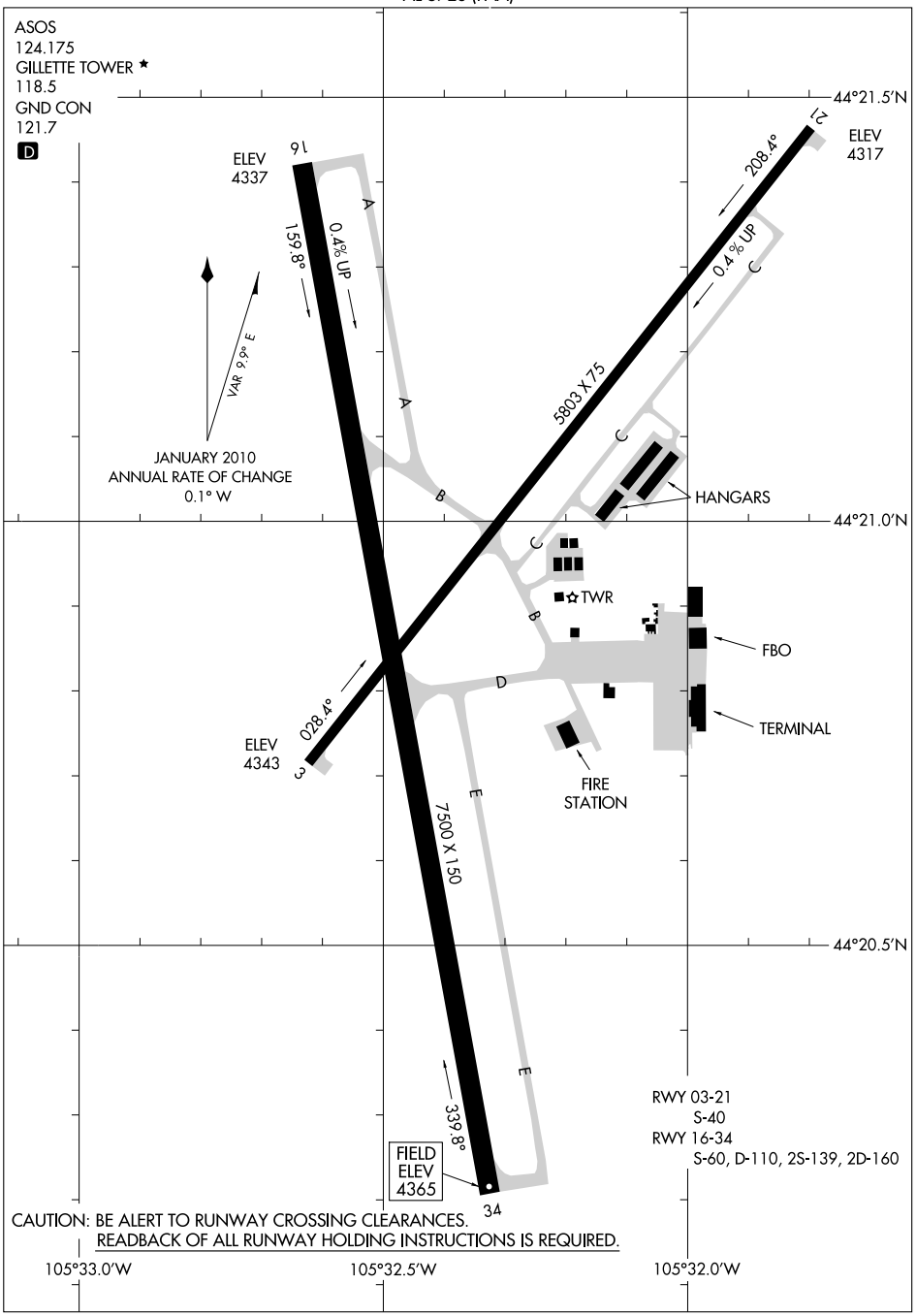
CATEGORY	A	B	C	D
S-22	7440-1 422 (500-1)		7440-1¼ 422 (500-1¼)	
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1½ 466 (500-1½)	7600-2 566 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

GILLETTE-CAMPBELL COUNTY (GCC)
GILLETTE, WYOMING

AL-5728 (FAA)



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

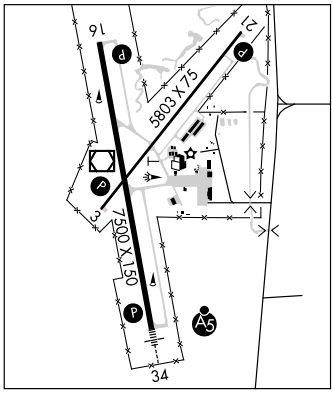
AIRPORT DIAGRAM
GILLETTE, WYOMING
GILLETTE-CAMPBELL COUNTY (GCC)
10266

GILLETTE–CAMPBELL CO (GCC) 4 NW UTC−7(−6DT) N44°20.94′ W105°32.36′ CHEYENNE

4365 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks H–1F, 2G, L–12F, 13E
Class II, ARFF Index A NOTAM FILE GCC IAP, AD

RWY 16–34: H7500X150 (CONC–GRVD) S–60, D–110, 2S–139, 2D–160 HIRL 0.4% up SE
RWY 16: REIL. PAPI(P4L)—GA 3.17° TCH 43′. Road.
RWY 34: MALSR. PAPI(P4L)—GA 3.2° TCH 56′. P–line.

RWY 03–21: H5803X75 (CONC–GRVD) S–40 MIRL
0.4% up SW
RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 41′.
RWY 21: REIL. PAPI(P4L)—GA 4.0° TCH 39′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–5803	TODA–5803	ASDA–5803	LDA–5803
RWY 16:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500
RWY 21:	TORA–5803	TODA–5803	ASDA–5803	LDA–5803
RWY 34:	TORA–7500	TODA–7500	ASDA–7500	LDA–7500

AIRPORT REMARKS: Attended 1300–0500Z‡. 24 hr self service credit card fuel avbl. Migratory waterfowl invof arpt. Mining/blasting ops ½ mile NE AER 21 during dalgt hours ctc twr. TPA—5165 (800) for light acft, 5565(1200) for large acft. PPR unscheduled air carrier operations with more than 30 passenger seats call arpt manager 307–686–1042. Portions of Twy C not visible from twr. When twr closed ACTIVATE HIRL Rwy 16–34, MIRL Rwy 03–21, MALSR Rwy 34, PAPI Rwy 03, Rwy 21, Rwy 16 and Rwy 34—CTAF. When twr closed sequence flashers Rwy 34 available on high setting only, REIL Rwy 03, Rwy 21 and Rwy 16 not available.

WEATHER DATA SOURCE: ASOS 124.175 (307) 682–1745. SAWRS (1300–0500Z‡).

COMMUNICATIONS: CTAF 118.5 **UNICOM** 122.95
RCO 122.3 (CASPER RADIO)
DENVER CENTER APP/DEP CON 135.6
TOWER 118.5 (1300–0500Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.
(H) VORW/DME 114.6 GCC Chan 93 N44°20.87′ W105°32.61′ at fld. 4334/12E.
VOR unusable:
250°–275° byd 20 NM below 8000′
DME unusable:
160°–190° byd 25 NM below 10,300′ 190°–265° byd 30 NM below 13,000′
190°–265° byd 20 NM below 8000′ 265°–330° byd 22 NM below 10,500′
DERYK NDB (MHW) 380 GC N44°16.25′ W105°31.33′ 339° 4.7 NM to fld. Unmonitored 0500–1300Z‡.
ILS/DME 110.1 I–LLT Chan 38 Rwy 34. Class IT. GS unusable byd 8 NM.

GLENDO

THOMAS MEM (76V) 1 N UTC−7(−6DT) N42°31.13′ W105°01.15′ CHEYENNE

4665 NOTAM FILE CPR
RWY 16–34: 4397X70 (DIRT–TURF)
RWY 16: Tree. **RWY 34:** Road.
AIRPORT REMARKS: Unattended. CAUTION: occasional antelope on rwy. Ctc arpt manager 307–921–9623 prior to use for surface condition. Rwy 16–34 first 500′ SE end very rough and 1+′ grass entire length of rwy. Rwy 16–34 muddy, slick and soft when wet, occasional gopher holes.
COMMUNICATIONS: CTAF 122.9

GREEN RIVER

GTR GREEN RIVER INTERGALACTIC SPACEPORT (48U) 4 S UTC−7(−6DT) SALT LAKE CITY

N41°27.48′ W109°29.42′
7182 NOTAM FILE CPR
RWY 04–22: 5800X130 (DIRT)
AIRPORT REMARKS: Unattended. Uncontrolled vehicle access. Rwy soft when wet. Deep ruts and tall grass full length of rwy. 3′ berm near rwy edges entire length of rwy. Rwy 04–22 width may vary based on grading. Airport on top of mountain, land descends very steeply from rwy ends. No line of sight between rwy ends. No snow removal avbl. Debris, trash, animal carcasses often found on rwy.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-LLT	APP CRS	Rwy ldg	7500
110.1	338°	TDZE	4365
Chan 38		Apt Elev	4365

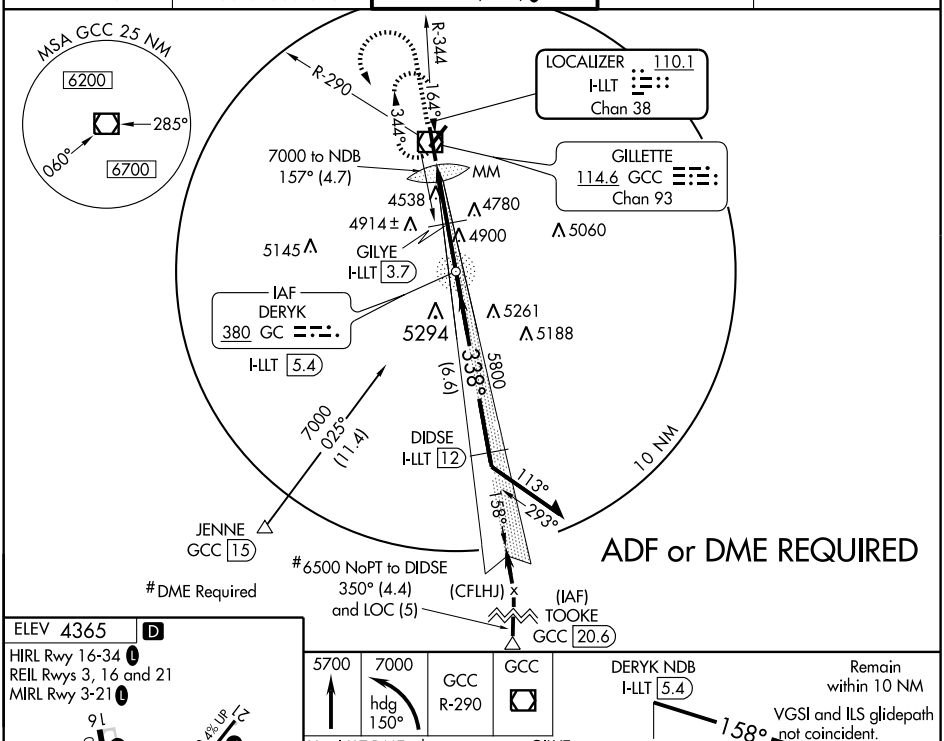
ILS or LOC RWY 34
GILLETTE-CAMPBELL COUNTY (GCC)

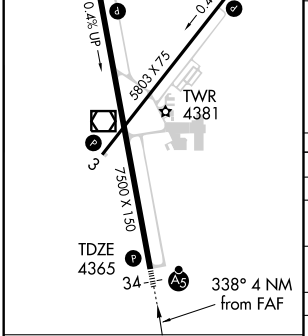
For inoperative MALSR, increase S-LOC Cat A, and GILYE FIX MINIMUMS S-LOC Cat A/B visibilities to 1. Inoperative table does not apply to S-ILS 34. When VGSI inoperative, circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. ADF or DME required.

MALSR

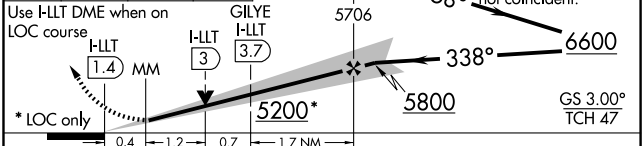
MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 via heading 150° and GCC VOR/DME R-290 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 34	4565-¾ 200 (200-¾)			
S-LOC 34	5200-¾ 835 (900-¾)		5200-2 835 (900-2)	5200-2¼ 835 (900-2¼)
CIRCLING	5200-1 835 (900-1)	5200-1¼ 835 (900-1¼)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)
GILYE FIX MINIMUMS				
S-LOC 34	4940-¾ 575 (600-¾)		4940-1 575 (600-1)	4940-1¼ 575 (600-1¼)
CIRCLING	5040-1 675 (700-1)		5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

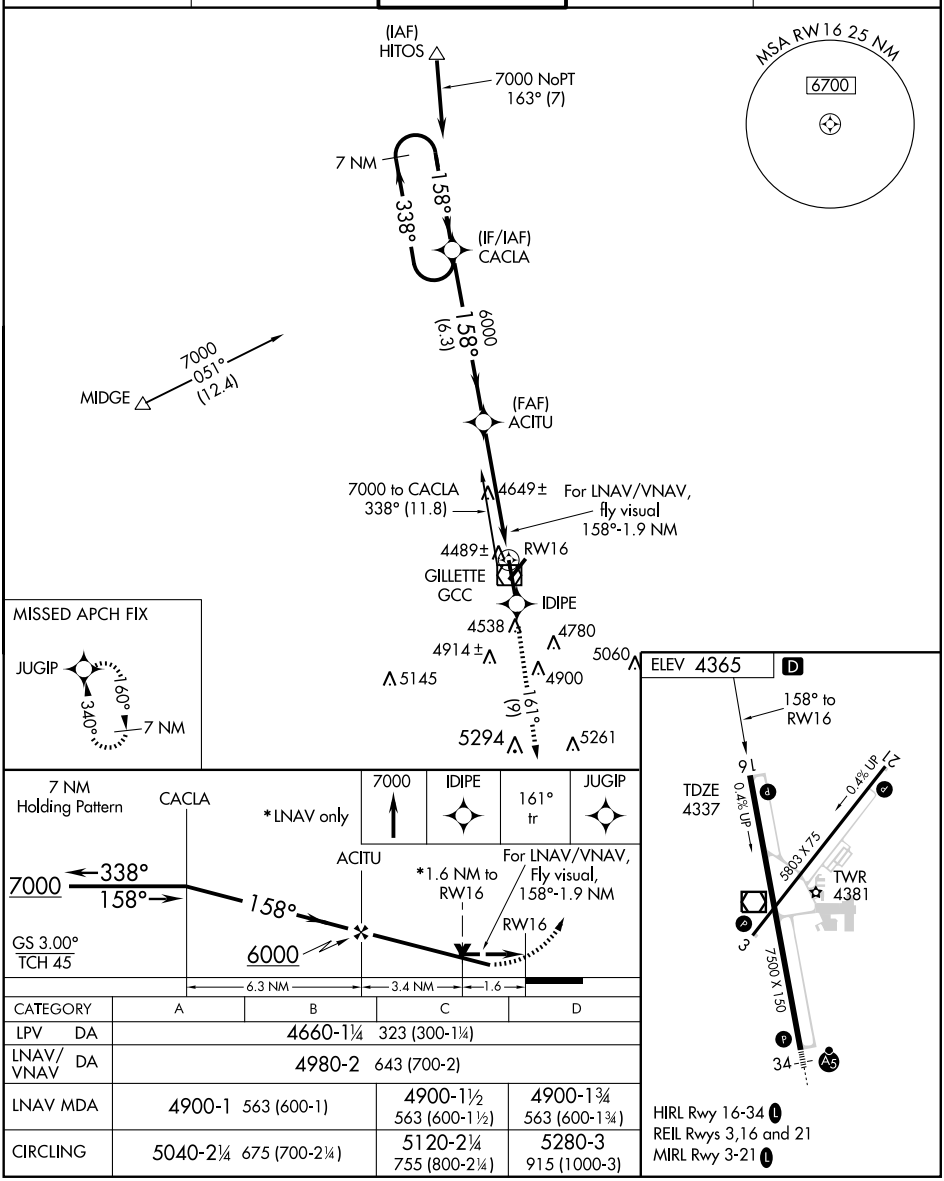
WAAS CH 86221 W16A	APP CRS 158°	Rwy ldg 7500 TDZE 4337 Apt Elev 4365

RNAV (GPS) RWY 16
GILLETTE-CAMPBELL COUNTY (GCC)

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F).
If local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 7000 direct IDIPE and via 161° track to JUGIP and hold.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	4660-1¼ 323 (300-1¼)			
LNAV/VNAV DA	4980-2 643 (700-2)			
LNAV MDA	4900-1 563 (600-1)		4900-1½ 563 (600-1½)	4900-1¾ 563 (600-1¾)
CIRCLING	5040-2¼ 675 (700-2¼)		5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

HIRL Rwy 16-34 L
REIL Rwys 3,16 and 21
MIRL Rwy 3-21 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86204 W34A	APP CRS 338°	Rwy ldg 7500 TDZE 4365 Apt Elev 4365

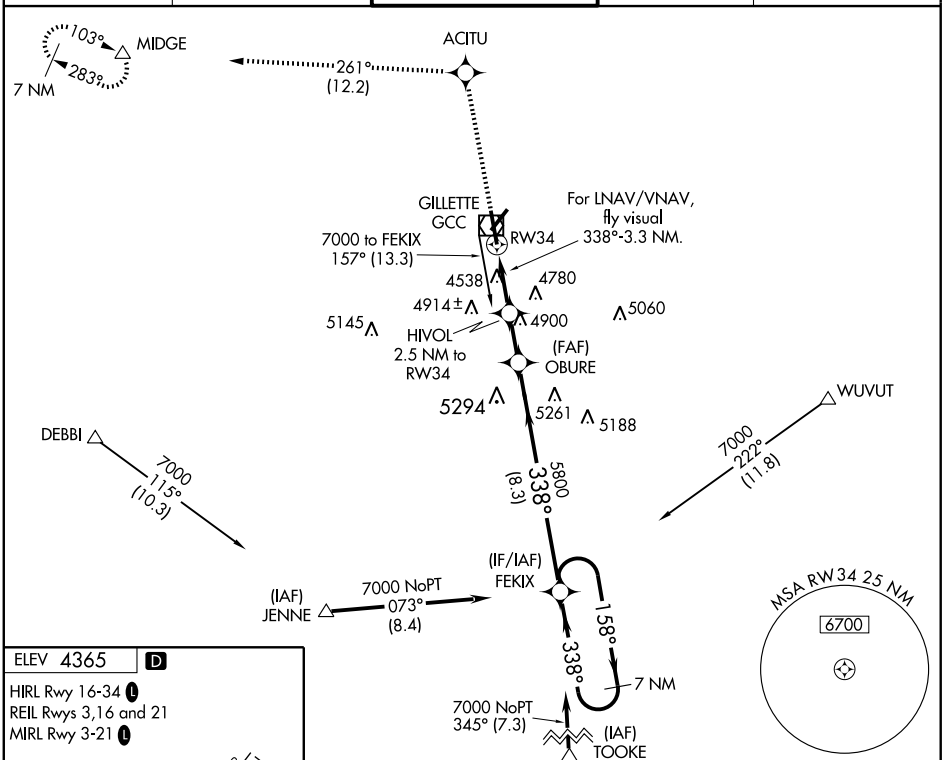
RNAV (GPS) RWY 34
GILLETTE-CAMPBELL COUNTY (GCC)

Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSR, increase LNAV Cat A visibility to 1. When VGSI inoperative, Circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F)

MALSR

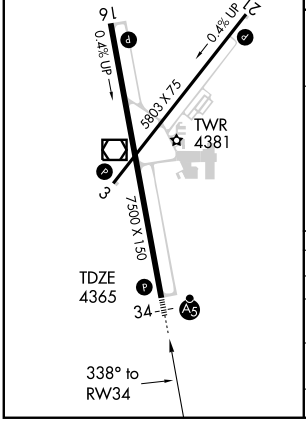
MISSED APPROACH: Climb to 7000 direct ACITU and via 261° track to MIDGE and hold.

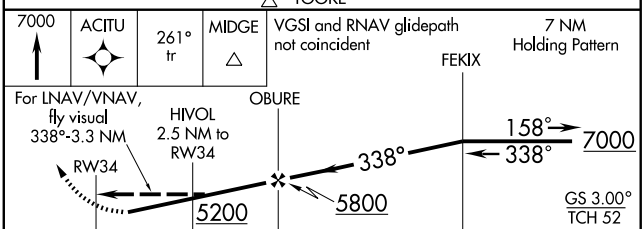
ASOS	DENVER CENTER	GILLETTE TOWER★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95



ELEV 4365 D

HIRL Rwy 16-34 L
REIL Rwys 3,16 and 21
MIRL Rwy 3-21 L





CATEGORY	A	B	C	D
LPV DA	4620-¾ 255 (300-¾)			
LNAV/VNAV DA	5480-2 1115 (1200-2)		5480-3 1115 (1200-3)	
LNAV MDA	5120-¾ 755 (800-¾)		5120-1¾ 755 (800-1¾)	5120-2 755 (800-2)
CIRCLING	5480-4 1115 (1200-4)			

NW-1, 23 SEP 2010 to 21 OCT 2010

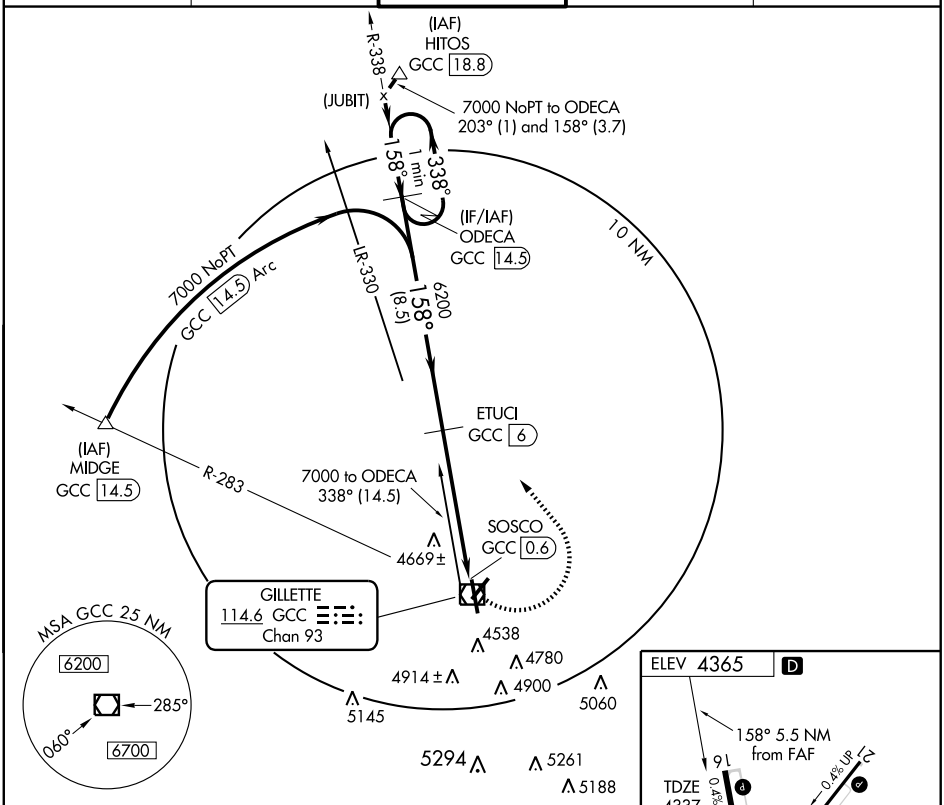
VOR/DME GCC 114.6 Chan 93	APP CRS 158°	Rwy ldg 7500 TDZE 4337 Apt Elev 4365

VOR/DME RWY 16
GILLETTE-CAMPBELL COUNTY (GCC)

Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climbing left turn to 7000 via heading 308° and GCC R-338 to ODECA/14.5 DME and hold.

ASOS	DENVER CENTER	GILLETTE TOWER ★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
S-16	4920-1	583 (600-1)	4920-1½ 583 (600-1½)	4920-1¾ 583 (600-1¾)
CIRCLING	5040-1	675 (700-1)	5120-2¼ 755 (800-2¼)	5280-3 915 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME GCC 114.6 Chan 93	APP CRS 334°	Rwy ldg 7500 TDZE 4365 Apt Elev 4365

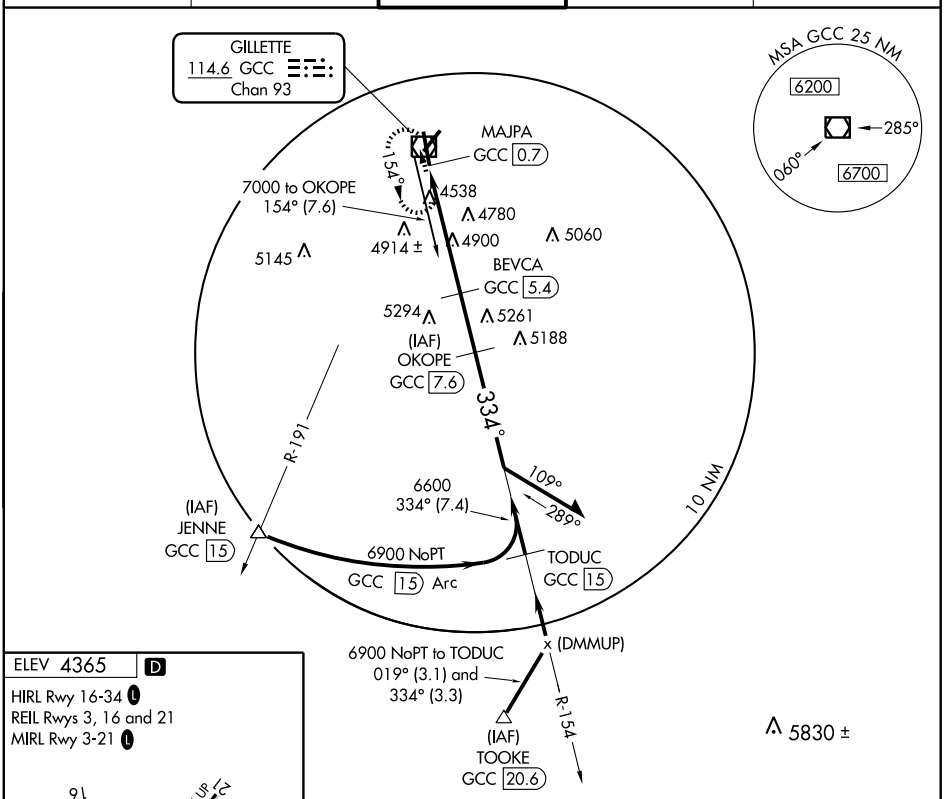
VOR/DME RWY 34
GILLETTE-CAMPBELL COUNTY (GCC)

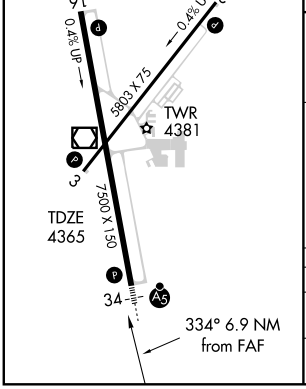
For inoperative MALSR, increase S-34 Cat A visibility to 1.
When VGSI inoperative, Circling Rwy 3 NA at night.
If local altimeter setting not received, procedure NA.

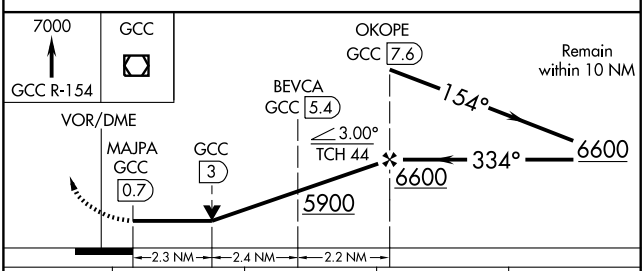
MALSR

MISSED APPROACH: Climb to 7000 via GCC VOR/DME R-154 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	GILLETTE TOWER★	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) L	121.7	122.95





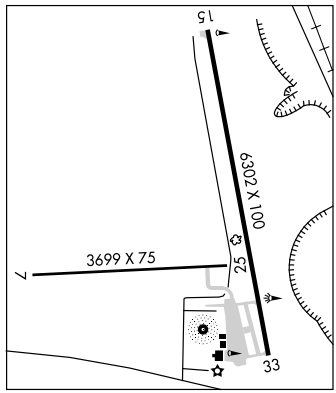


CATEGORY	A	B	C	D
S-34	5200-¾ 835 (900-¾)		5200-2 835 (900-2)	5200-2¼ 835 (900-2¼)
CIRCLING	5200-1 835 (900-1)	5200-1¼ 835 (900-1¼)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC−7(−6DT) N44°31.01′ W108°04.97′ **BILLINGS**
3939 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE GEY **H–1E, L–13D**
RWY 15–33: H6302X100 (ASPH–PFC) S–85, D–150, 2S–175, 2D–290 MIRL **IAP**
RWY 07–25: H3699X75 (ASPH) S–12.5 0.6% up W



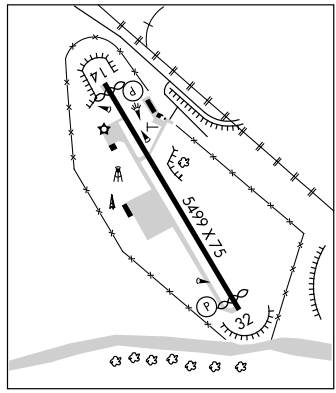
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For svc after hrs call 307–765–9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066′ abv arpt elevation 4–5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15–33—122.8.
WEATHER DATA SOURCES: ASOS 135.325 (307) 765–9406.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ 337° 33.6 NM to fld. 4190/13E.
GREYBULL NDB (MHW) 275 GEY N44°30.69′ W108°04.98′ at fld. NOTAM FILE GEY.

GREYBULL N44°30.69′ W108°04.98′. NOTAM FILE GEY. **BILLINGS**
NDB (MHW) 275 GEY at South Big Horn Co. **L–13D**

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC−7(−6DT) N42°15.58′ W104°43.70′ **CHEYENNE**
4400 B S2 **FUEL** 100LL NOTAM FILE CPR **H–3F, 5A, L–12F**
RWY 14–32: H5499X75 (ASPH–PFC) D–175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW **IAP**
RWY 14: PAPI(P4L)—GA 3.3° TCH 38′. Thld dsplcd 193′.
RWY 32: PAPI(P4L)—GA 3.3° TCH 38′. Thld dsplcd 247′. Rgt tfc.



MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL) JP8 avbl with prior coordination through PPR. Crews must act as their own svcg supervisors.
AIRPORT REMARKS: Attended 1500–0000Z‡. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40′ drop off on both approach ends of rwy. Rwy 14–32 25′ asphalt non–weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14–32 NSTD MIRL, thld lights only, 3 lights on Rwy 14, 4 lgts on Rwy 32, 10′ asph non–weight bearing shoulders. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14–32—CTAF.
MILITARY REMARKS: RSTD All transient mil acft PPR DSN 334–7884/7832 C307–836–7884/7832. **CAUTION:** C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130/C17 fixed wing operations year round. Acft weighing more than 12,500 lbs must use concrete turnarounds at each thld int. **TFC PAT** Fixed wing 5900′. Rotary Wing. 5100′. Left tfc Rwy 14, rgt tfc Rwy 32.
MISC Small arms range 1 NM south. R7001 A,B,C 6NM northwest. Aircrews must obtain apvl from Guernsey AAF advsy svc on 122.7/233.3 prior to entering R7001. **ARNG** No transient mil maintenance avbl.
WEATHER DTA SOURCES: AWOS–3 118.925 (307) 836–7862.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 135.6 363.025
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 126° 33.4 NM to fld. 4906/12E.
NDB (HW) 280 GYZ N42°14.40′ W104°42.86′ 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°–120° byd 25 NM blo 6500′: 195°–280° byd 10 NM.

NDB GEY	APP CRS	Rwy ldg	6302
275	318°	TDZE	3913
		Apt Elev	3939

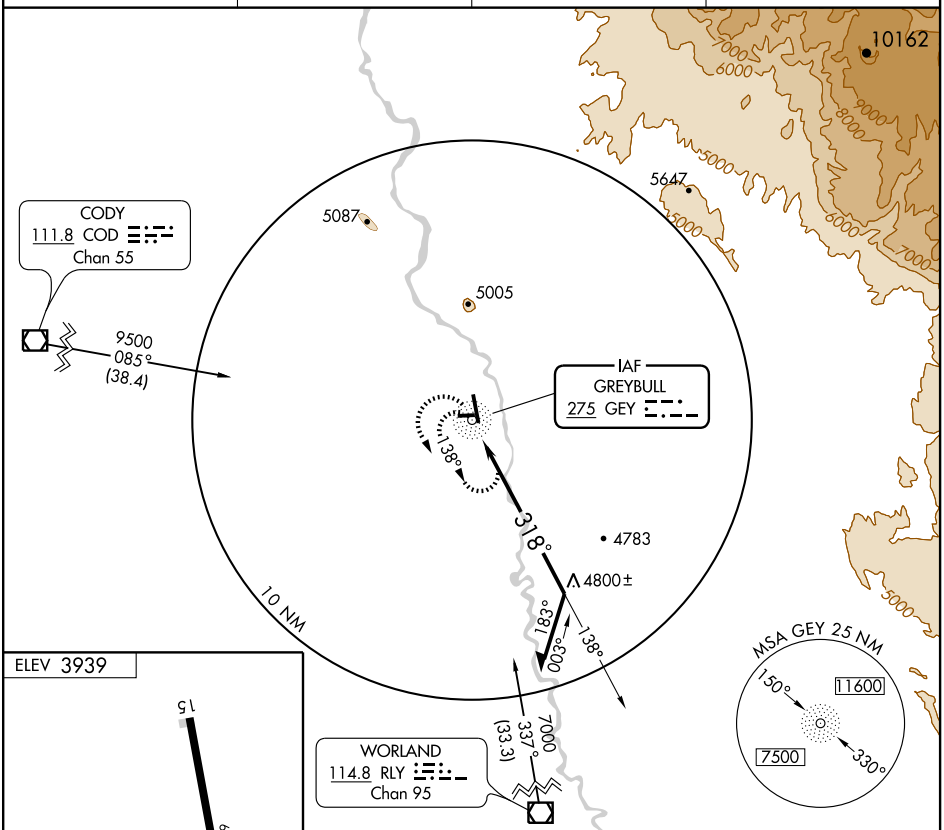
NDB RWY 33

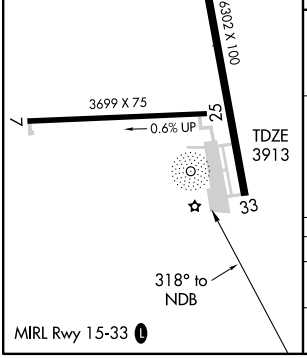
GREYBULL/SOUTH BIG HORN COUNTY (GEY)

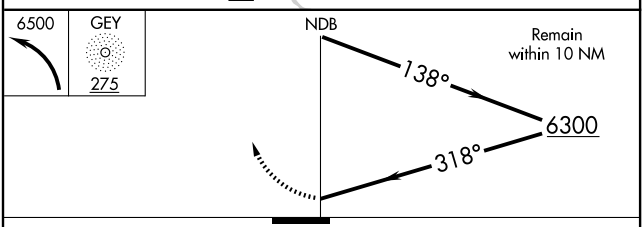
If local altimeter setting not received, use Worland altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopter NA.

MISSED APPROACH: Climbing left turn to 6500 in GEY NDB holding pattern.

ASOS	SALT LAKE CENTER	CTAF	
135.325	133.25 285.6	122.9	122.8 L







CATEGORY	A	B	C	D
S-33	5200-1¼ 1287 (1300-1¼)	5200-1½ 1287 (1300-1½)	5200-3	1287 (1300-3)
CIRCLING	5200-1¼ 1261 (1300-1¼)	5200-1½ 1261 (1300-1½)	5200-3	1261 (1300-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	N/A
073°	TDZE	N/A
	Apt Elev	3939

RNAV (GPS)-A

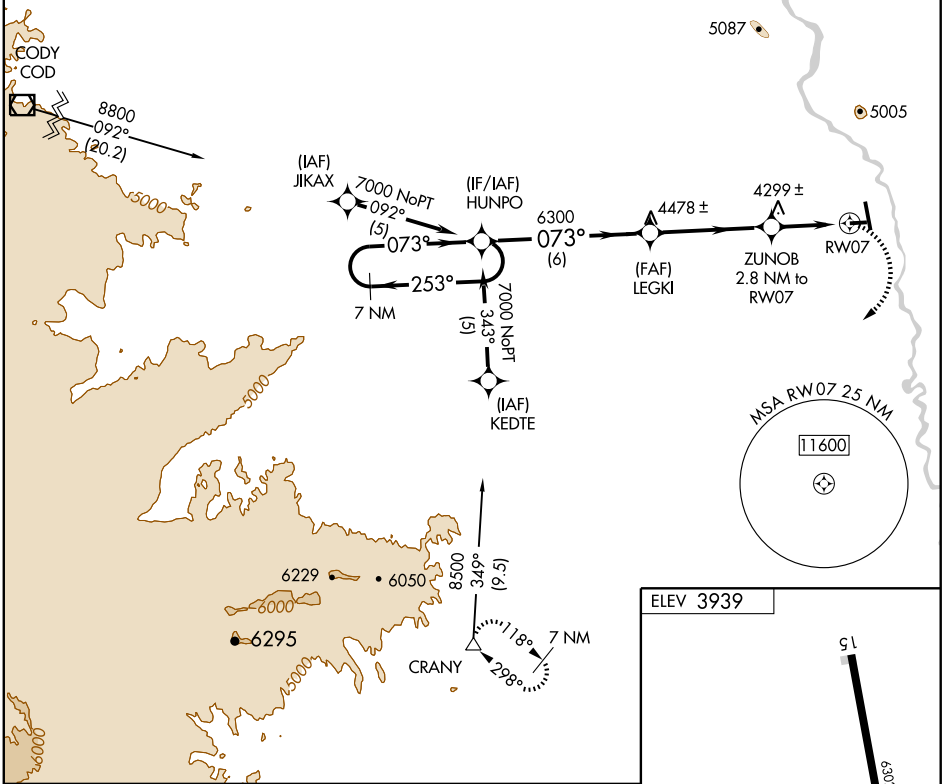
GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

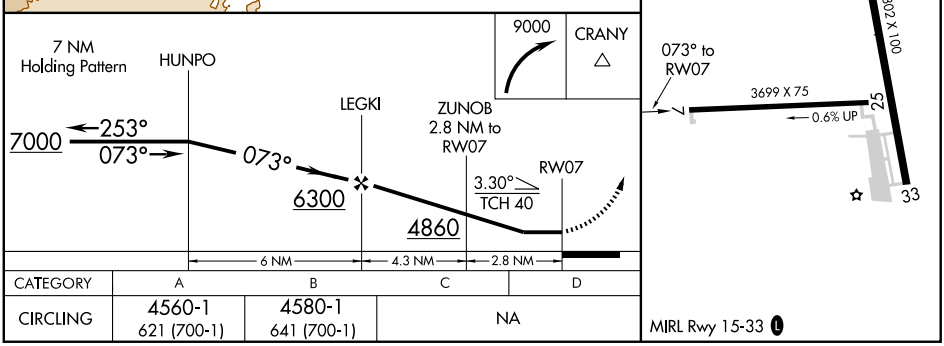
DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	CTAF	122.8 L
135.325	133.25 285.6	122.9	

Procedure NA for arrivals at COD VOR/DME via V85 northwest bound.





CATEGORY	A	B	C	D
CIRCLING	4560-1 621 (700-1)	4580-1 641 (700-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6302
335°	TDZE	3913
	Apt Elev	3939

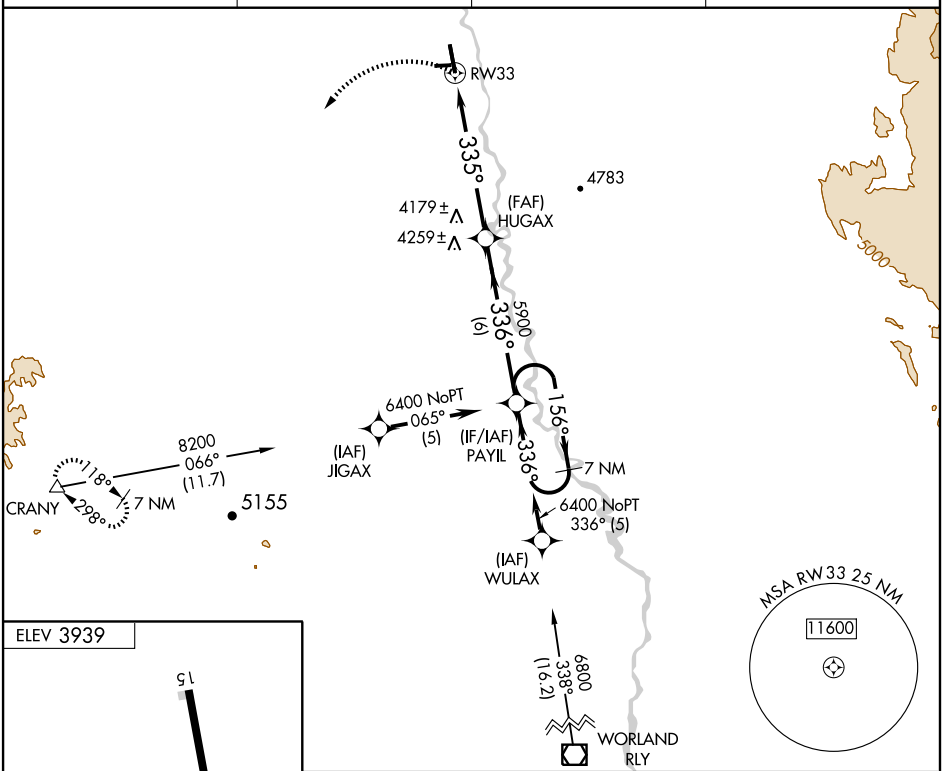
RNAV (GPS) RWY 33

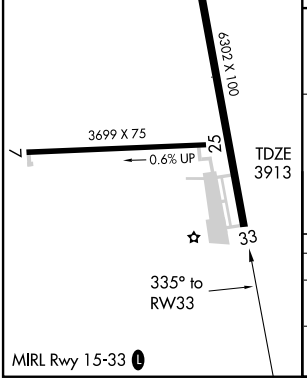
GREYBULL/SOUTH BIG HORN COUNTY (GEY)

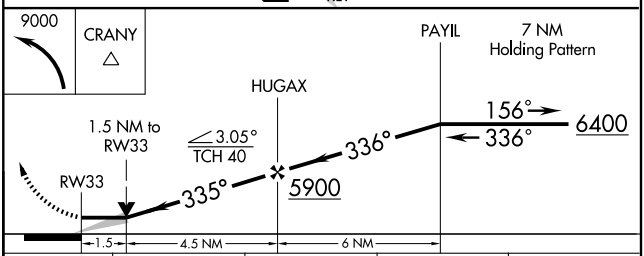
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Worland altimeter setting. Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	CTAF	
135.325	133.25 285.6	122.9	122.8 L





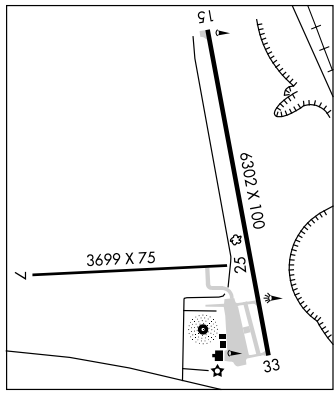


CATEGORY	A	B	C	D
LNAV MDA	4440-1 527 (600-1)		4440-1½ 527 (600-1½)	4440-1¾ 527 (600-1¾)
CIRCLING	4500-1 561 (600-1)	4580-1 641 (700-1)	4660-2 721 (800-2)	5040-3 1101 (1200-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

GREYBULL

SOUTH BIG HORN CO (GEY) 2 NW UTC−7(−6DT) N44°31.01′ W108°04.97′ **BILLINGS**
3939 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE GEY **H–1E, L–13D**
RWY 15–33: H6302X100 (ASPH–PFC) S–85, D–150, 2S–175, 2D–290 MIRL **IAP**
RWY 07–25: H3699X75 (ASPH) S–12.5 0.6% up W



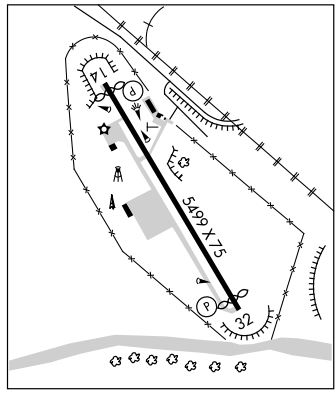
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For svc after hrs call 307–765–9214. Fuel 24 hr credit card service avbl. JET A avbl during attendance hrs. After hrs call numbers posted on north side of terminal building. Antelope on and invof rwy. Terrain 1066′ abv arpt elevation 4–5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE MIRL Rwy 15–33—122.8.
WEATHER DATA SOURCES: ASOS 135.325 (307) 765–9406.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
WORLAND (L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ 337° 33.6 NM to fld. 4190/13E.
GREYBULL NDB (MHW) 275 GEY N44°30.69′ W108°04.98′ at fld. NOTAM FILE GEY.

GREYBULL N44°30.69′ W108°04.98′. NOTAM FILE GEY. **BILLINGS**
NDB (MHW) 275 GEY at South Big Horn Co. **L–13D**

GTR GREEN RIVER INTERGALACTIC SPACEPORT (See GREEN RIVER)

GUERNSEY

CAMP GUERNSEY (7V6) (K7V6) CIV/MIL 1 SE UTC−7(−6DT) N42°15.58′ W104°43.70′ **CHEYENNE**
4400 B S2 **FUEL** 100LL NOTAM FILE CPR **H–3F, 5A, L–12F**
RWY 14–32: H5499X75 (ASPH–PFC) D–175 PCN 49 R/B/W/T MIRL (NSTD) 1.3% up NW **IAP**
RWY 14: PAPI(P4L)—GA 3.3° TCH 38′. Thld dsplcd 193′.
RWY 32: PAPI(P4L)—GA 3.3° TCH 38′. Thld dsplcd 247′. Rgt tfc.



MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL) JP8 avbl with prior coordination through PPR. Crews must act as their own svcg supervisors.
AIRPORT REMARKS: Attended 1500–0000Z‡. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40′ drop off on both approach ends of rwy. Rwy 14–32 25′ asphalt non–weight bearing shoulder. Fixed wing acft ground operations limited to rwy sfc only, no off rwy parking available. Rwy 14–32 NSTD MIRL, thld lights only, 3 lights on Rwy 14, 4 lgts on Rwy 32, 10′ asph non–weight bearing shoulders. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if required with PPR. ACTIVATE MIRL Rwy 14–32—CTAF.
MILITARY REMARKS: RSTD All transient mil acft PPR DSN 334–7884/7832 C307–836–7884/7832. **CAUTION:** C130 must use concrete turn around at each thld or center intersection. Extensive helicopter and C130 operations year round. Extensive military rotor wing and C130/C17 fixed wing operations year round. Acft weighing more than 12,500 lbs must use concrete turnarounds at each thld int. **TFC PAT** Fixed wing 5900′. Rotary Wing. 5100′. Left tfc Rwy 14, rgt tfc Rwy 32.
MISC Small arms range 1 NM south. R7001 A,B,C 6NM northwest. Aircrews must obtain apvl from Guernsey AAF advsy svc on 122.7/233.3 prior to entering R7001. **ARNG** No transient mil maintenance avbl.
WEATHER DTA SOURCES: AWOS–3 118.925 (307) 836–7862.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 135.6 363.025
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 126° 33.4 NM to fld. 4906/12E.
NDB (HW) 280 GYZ N42°14.40′ W104°42.86′ 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°–120° byd 25 NM blo 6500′: 195°–280° byd 10 NM.

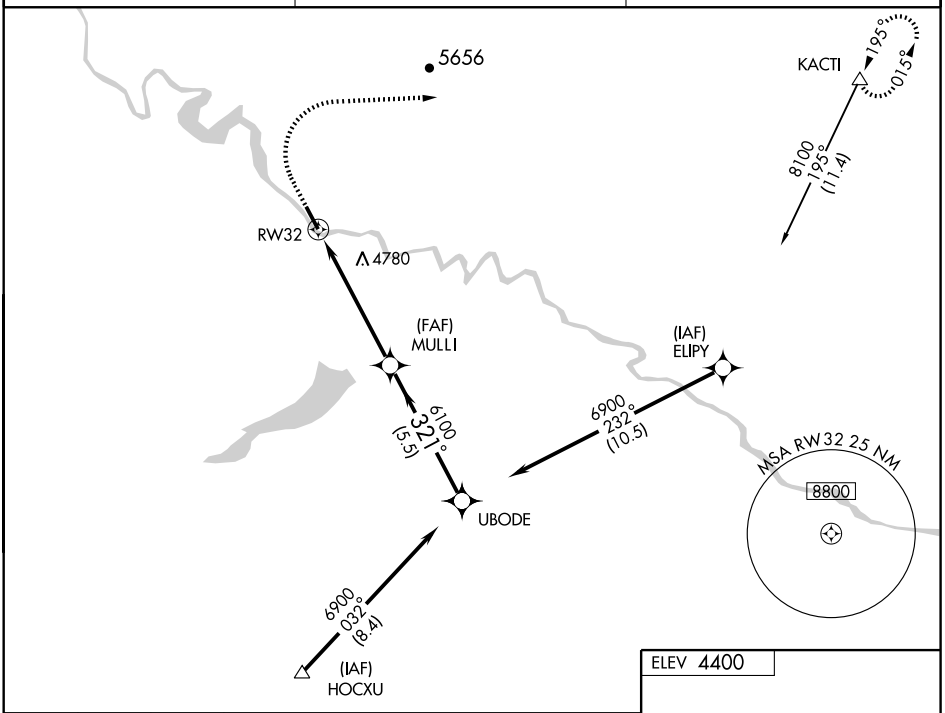
APP CRS	Rwy ldg	5252
321°	TDZE	4374
	Apt Elev	4400

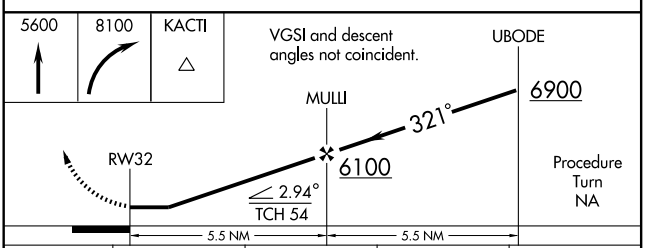
GPS RWY 32
GUERNSEY/CAMP GUERNSEY (7V6)

Obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting.
Descent angle NA when using Scottsbluff altimeter setting.

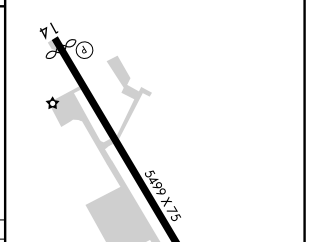
MISSED APPROACH: Climb to 5600 then climbing right turn to 8100 direct KACTI WP and hold.

AWOS-3	DENVER CENTER	UNICOM
118.925	135.6 363.025	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	5040-1 666 (700-1)		5040-1¾ 666 (700-1¾)	5040-2 666 (700-2)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3 1020 (1100-3)	
SCOTTSBLUFF, NE ALTIMETER SETTING MINIMUMS				
S-32	5240-1 866 (900-1)		5240-2¾ 866 (900-2¾)	
CIRCLING	5540-1¼ 1140 (1200-1¼)	5540-1½ 1140 (1200-1½)	5620-3 1220 (1300-3)	



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NDB GYZ	APP CRS	Rwy ldg	5252
280	321°	TDZE	4374
		Apt Elev	4400

NDB RWY 32

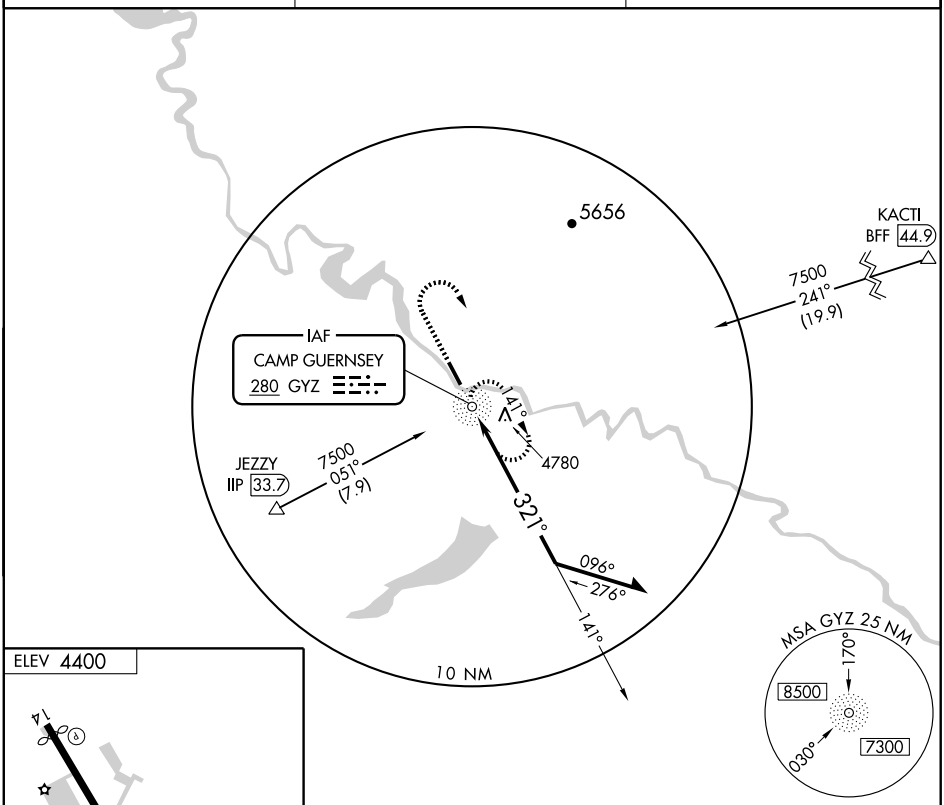
GUERNSEY/CAMP GUERNSEY (7V6)

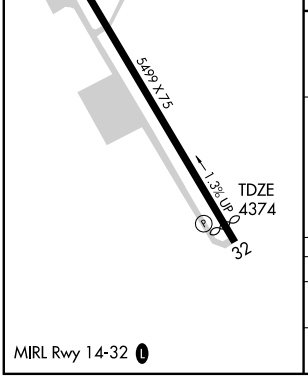
When control tower closed obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting and increase all MDAs 200 feet and increase CATs B and C visibilities ¼mile.

NA

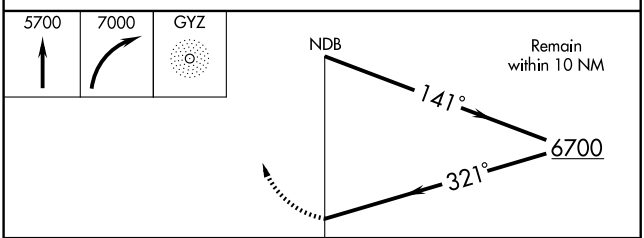
MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct GYZ NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.925	135.6 363.025	122.7 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-32	5280-1¼ 906 (900-1¼)		5280-2¾ 906 (900-2¾)	5280-3 906 (900-3)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3 1020 (1100-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

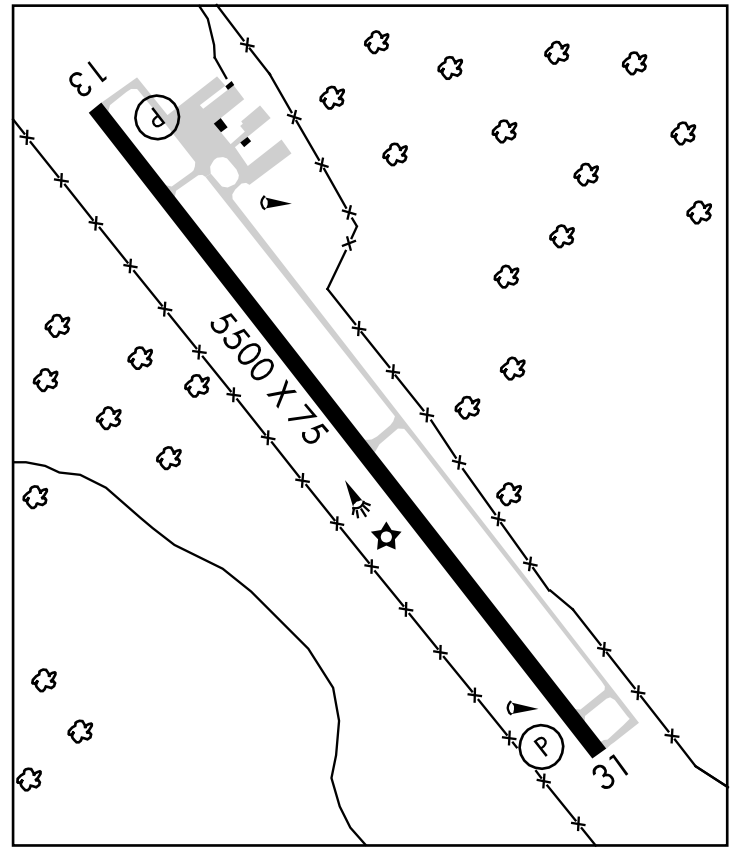
HARFORD FLD (See CASPER)

HIPSHER N42°40.57′W105°13.57′ NOTAM FILE DGW. **CHEYENNE**
(L) VORW/DME 108.6 IIP Chan 23 304° 10.1 NM to Converse Co. 4906/12E. **L–12F**

HORSE N41°08.80′ W104°40.73′. NOTAM FILE CYS. **CHEYENNE**
NDB (LOM) 353 CY 263° 6.0 NM to Cheyenne Rgnl/Jerry Olson Fld. Unmonitored when twr clsd.

HOT SPRINGS CO–THERMOPOLIS MUNI (See THERMOPOLIS)

HULETT MUNI (W43) 2 SE UTC−7(−6DT) N44°39.77′ W104°34.07′ **BILLINGS**
4264 B **FUEL** 100LL NOTAM FILE CPR **H–1F, 2H, L–12F, 13E**
RWY 13–31: H5500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 4.00° TCH 40′.
RWY 31: REIL. PAPI(P2L)—GA 4.00° TCH 40′. Hill. Rgt tfc.
AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel avbl. Radio controlled acft occasional opr 0.5 miles E of AER Rwy 31 blo 400′ AGL. Devils Tower National Monument located approximately 7 miles SW of arpt. Voluntary 2 mile flight avoidance radius in effect Jan–May and Jul–Dec. Voluntary 3 mile flight avoidance radius in effect in Jun. Retro–reflective markers along twys. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.775 (307) 467–5575.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.
GILLETTE (H) VORW/DME 114.6 GCC Chan 93 N44°20.87′ W105°32.61′ 053° 46.0 NM to fld. 4334/12E.



HUNT FLD (See LANDER)

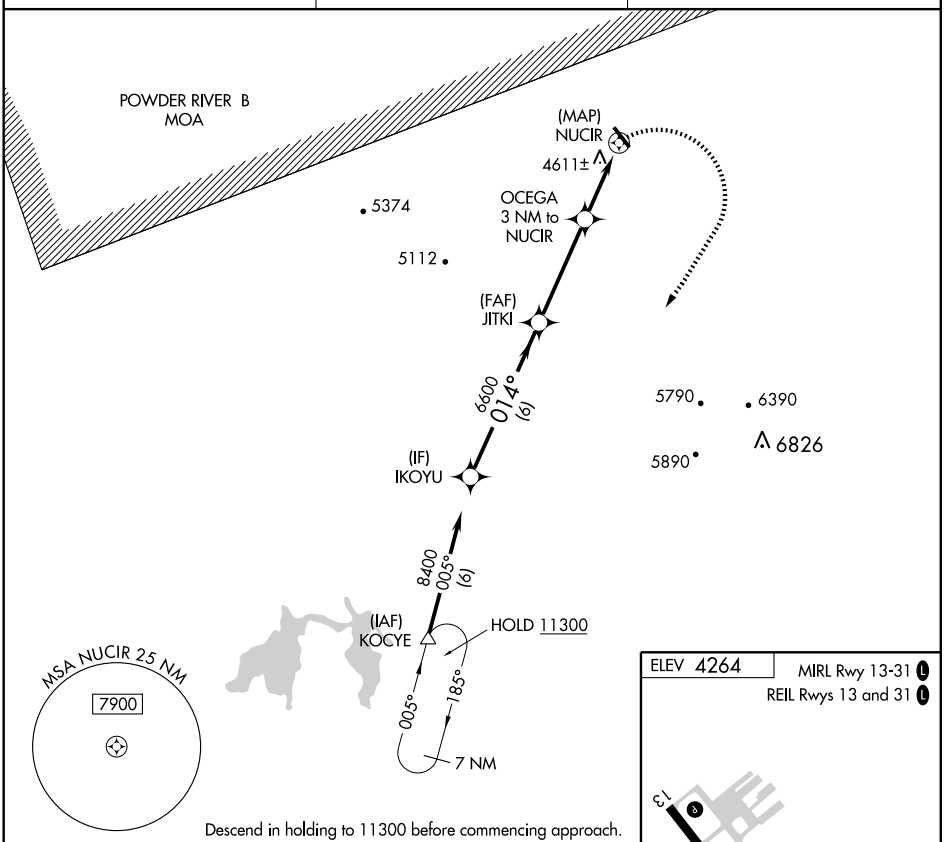
APP CRS	Rwy ldg	N/A
014°	TDZE	N/A
	Apt Elev	4264

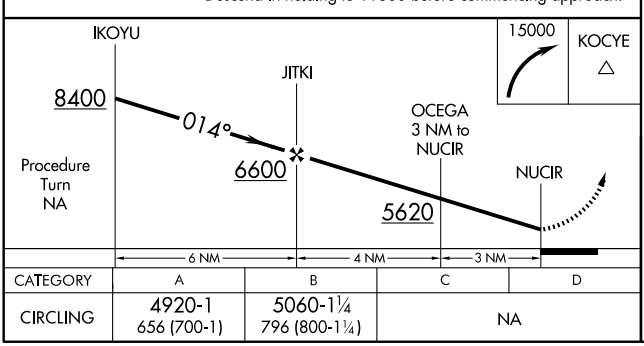
RNAV (GPS)-A
HULETT MUNI (W43)

Procedure NA at night. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Gillette altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
128.755	127.95 338.2	122.8 (CTAF) L



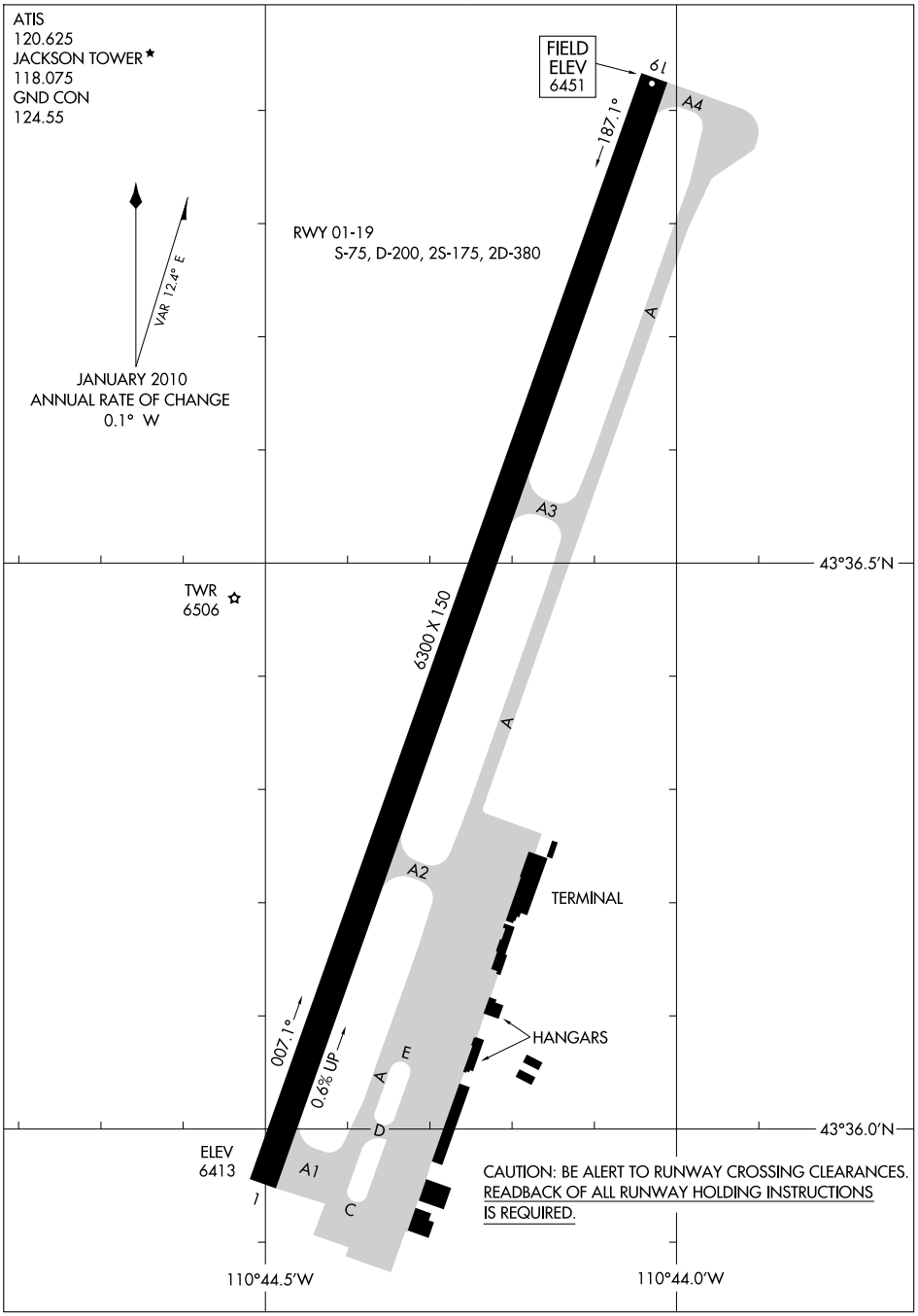


CATEGORY	A	B	C	D
CIRCLING	4920-1 656 (700-1)	5060-1¼ 796 (800-1¼)	NA	

AIRPORT DIAGRAM

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING



NW-1, 23 SEP 2010 to 21 OCT 2010

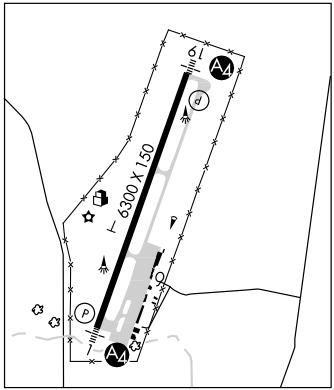
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

JACKSON, WYOMING
JACKSON HOLE (JAC)

10210

JACKSON HOLE (JAC) 7 N UTC−7(−6DT) N43°36.44′ W110°44.27′ **SALT LAKE CITY**
6451 B S4 **FUEL** 100, JET A OX 3 ARFF Index See Remarks. NOTAM FILE JAC **H–3E, L–11D**
RWY 01–19: H6300X150 (ASPH–PFC) S–75, D–200, 2S–175, 2D–380 HIRL 0.6% up N **IAP, AD**
RWY 19: MALS. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 50′. Road.



AIRPORT REMARKS: Attended 1300–0500Z‡. On call 24 hours phone 307–733–4767 or 307–739–1999. Class I, ARFF Index B. Only ARFF Index B avbl Jun 1 through Oct 31 and Apr 16 through May 30. ARFF avbl only during scheduled air carrier ops unless PPR. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 307–733–7682. PPR. Sage grouse on and in vicinity of arpt Apr–Oct. 35′–53′ trees 700′–800′ west of thld Rwy 01. Possible severe winter conditions from Nov–Apr check NOTAMS for arpt conditions, no arpt information nor snow removal guaranteed during hours of nonattendance. Hang gliding ops 9 miles south of arpt near ski area and 9 miles south southwest of arpt along the ridge. Balloon ops invof arpt, W and SW, May–Oct. Noise abatement procedures in effect for acft departures on Rwy 19. Contact airport management at 307–733–7682. All stage 2 acft, regardless of weight, prohibited. For public health and safety flts, ctc arpt manager at 307–733–6474. When ATCT closed ACTIVATE HIRL Rwy 01–19, MALS Rwy 01–19, Twy lgts and wind tee—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.625 (307) 739–9108 (0400–1400Z‡). SAWRS (1400–0400Z‡)
COMMUNICATIONS: CTAF 118.075 **ATIS** 120.625 **UNICOM** 122.95
RCO 122.05 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 133.25
TOWER 118.075 (1400–0400Z‡) **GND CON** 124.55
AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE JAC.
(L) VORW/DME 115.4 JAC Chan 101 N43°37.26′ W110°43.90′ at fld. 6452/13E.
VOR/DME unusable:

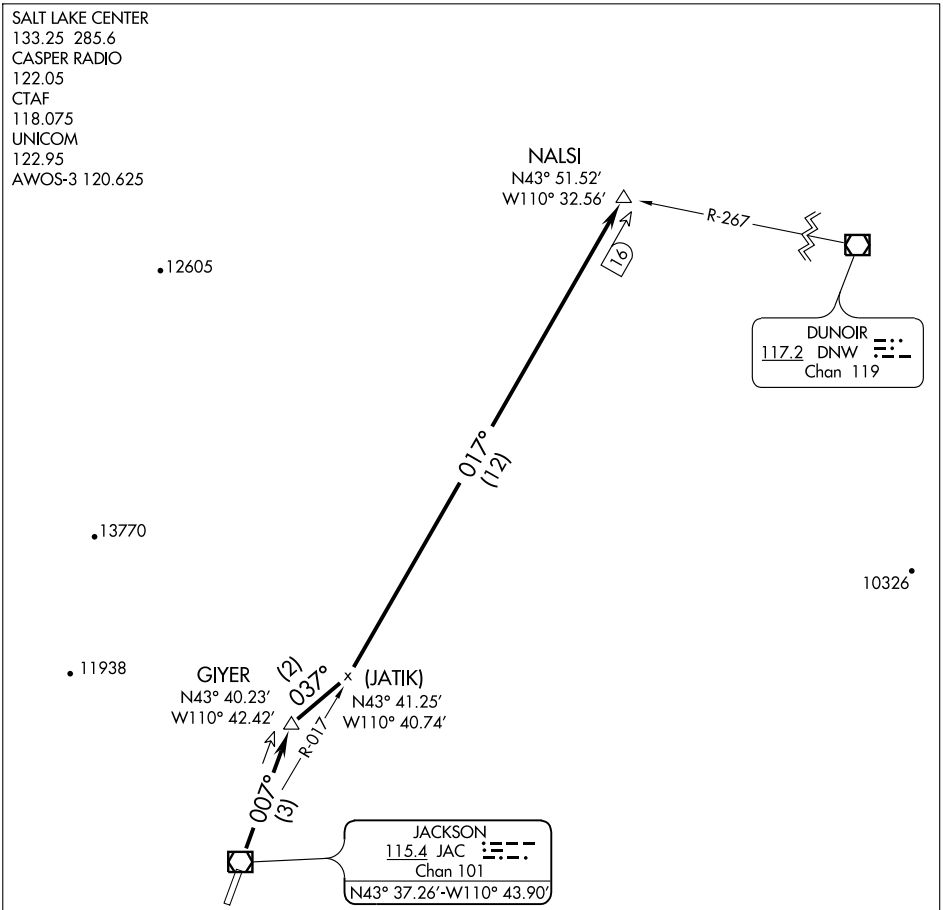
020°–035° byd 20 NM	135°–160° byd 20 NM
035°–048° byd 11 NM	160°–180° byd 30 NM
048°–070° byd 5 NM blo 16,000′	180°–205° byd 38 NM
048°–070° byd 10 NM	205°–220° byd 20 NM blo 15,000′
070°–090° byd 20 NM	220°–270° byd 10 NM
090°–110° byd 15 NM	270°–280° byd 8 NM blo 15,000′
110°–130° byd 20 NM	270°–335° byd 10 NM
130°–135° byd 15 NM	335°–350° byd 15 NM.

ILS/DME 109.1 I–JAC Chan 28 Rwy 19. ILS unmonitored. Localizer unusable byd 15° right of course.

JOHNO N42°54.43′ W106°34.20′ NOTAM FILE CPR. **CHEYENNE**
NDB (LOM) 375 CP 077° 4.7 NM to Casper/Natrona Co Intl.

JOHNSON CO (See BUFFALO)

GEYSER FOUR DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 450′ per NM to 14000, or 4400-3 for climb in visual conditions.

Rwy 19: Not authorized - ATC.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 14000 via JAC R-007 to GIYER/JAC 3 DME, then right turn heading 037° to intercept JAC R-017 to NALSI INT/JAC 16 DME; or for climb in visual conditions: Cross JAC VOR/DME northbound at or above 10800 then climb to 14000 via JAC R-017 to NALSI INT/JAC 16 DME.

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LOC/DME I-JAC	APP CRS	Rwy ldg	6300
109.1	187°	TDZE	6451
Chan 28		Apt Elev	6451

ILS or LOC Y RWY 19
JACKSON HOLE (JAC)

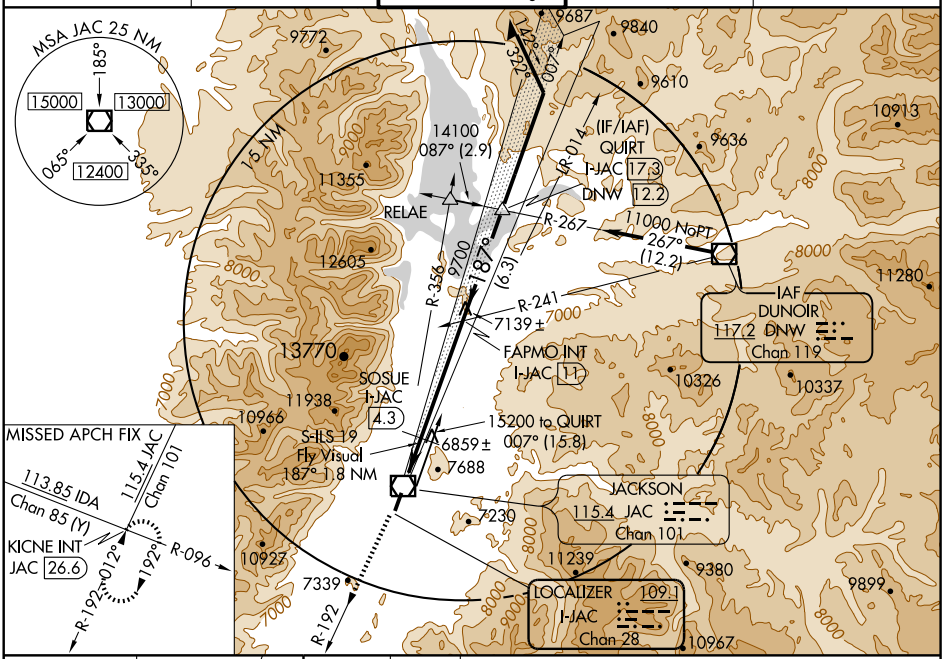
T
A NA

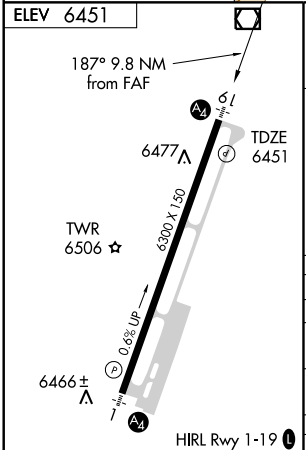
Inoperative table does not apply.
Circling NA east of Rwy 1-19.

MALS

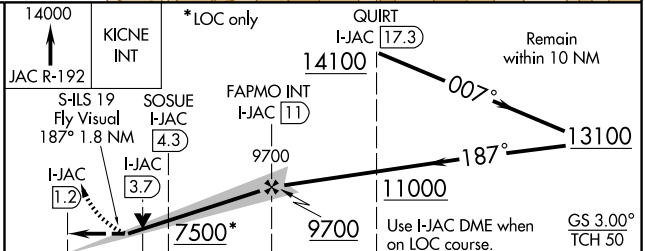
MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16



CATEGORY	A	B	C	D
S-ILS 19	7063-2 612 (700-2)			
S-LOC 19	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
CIRCLING	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
SOSUE FIX MINIMUMS				
S-LOC 19	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)
CIRCLING	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy ldg 6300 TDZE 6451 Apt Elev 6451

ILS or LOC Z RWY 19

JACKSON HOLE (JAC)

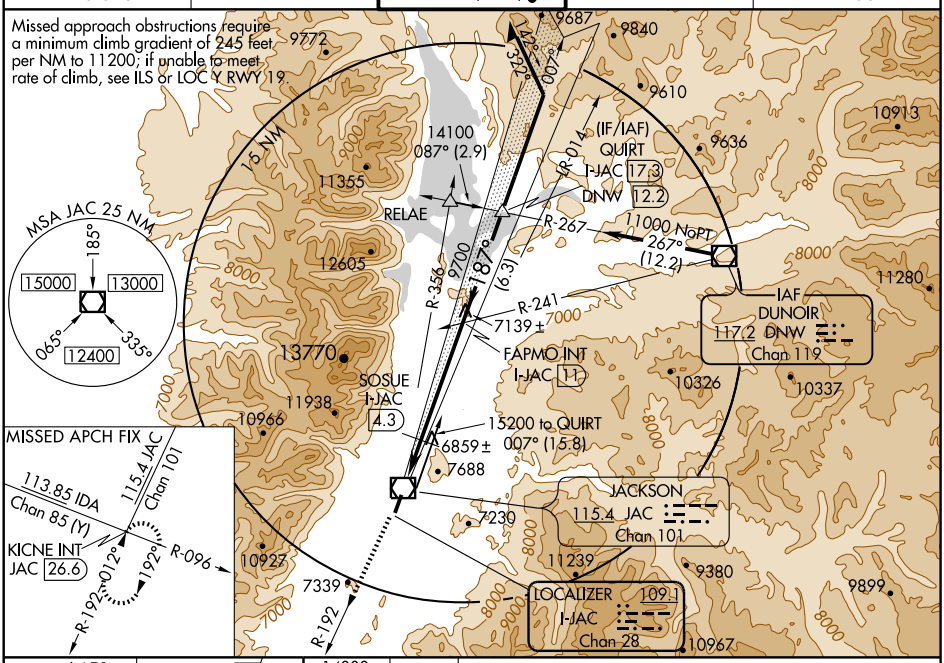
T NA

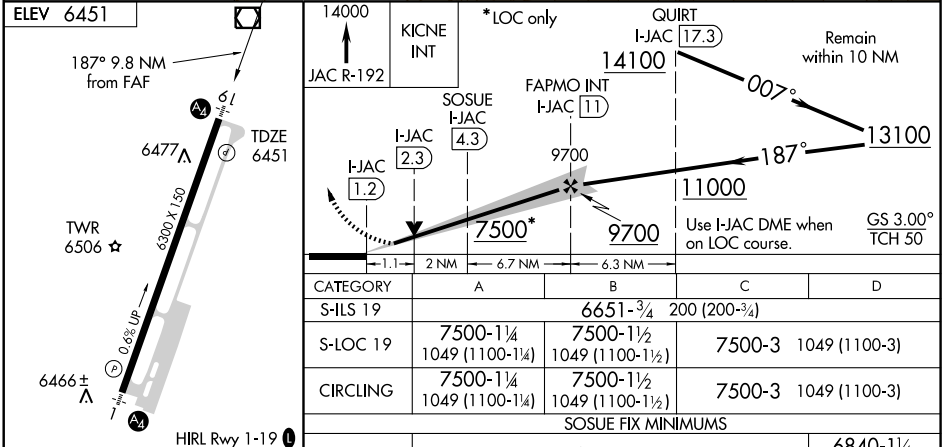
Inoperative table does not apply to S-LOC 19. Circling NA east of Rwy 1-19.

MALS

MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

CATEGORY	A	B	C	D
S-ILS 19	6651-¾ 200 (200-¾)			
S-LOC 19	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
CIRCLING	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3 1049 (1100-3)	
SOSUE FIX MINIMUMS				
S-LOC 19	6840-¾ 389 (400-¾)			6840-1¼ 389 (400-1¼)
CIRCLING	6840-1 389 (400-1)	6920-1 469 (500-1)	6920-1½ 469 (500-1½)	7080-2 629 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 58299 W01A	APP CRS 006°	Rwy ldg 6300 TDZE 6431 Apt Elev 6451

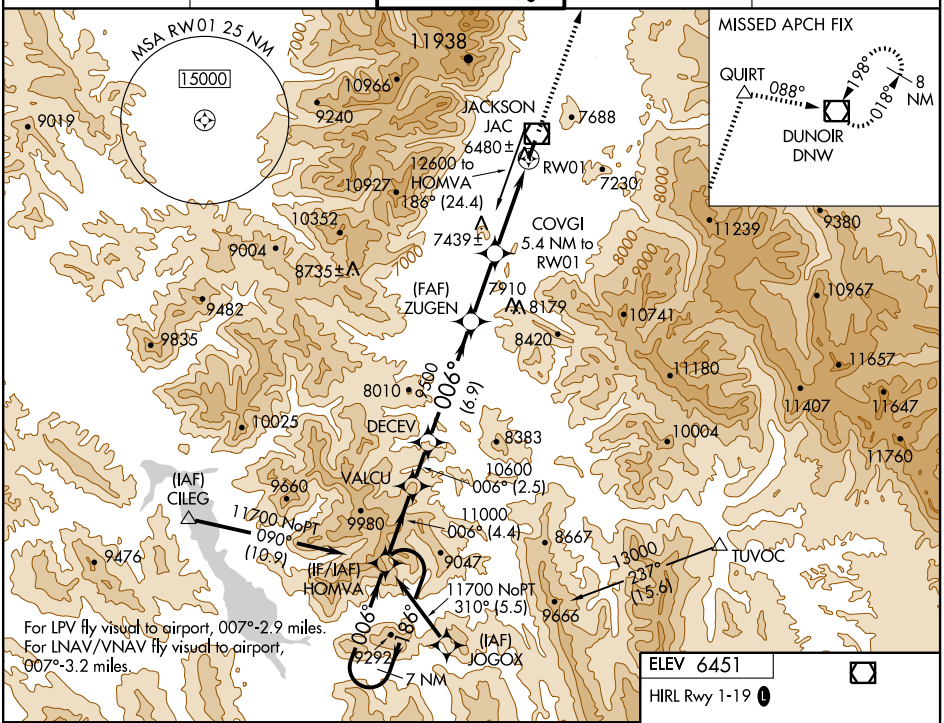
RNAV (GPS) X RWY 1
JACKSON HOLE (JAC)

Circling NA east of Rwy 1-19. Inoperative table does not apply.
If local altimeter setting not received, procedure NA.
Baro-VNAV NA below -27°C (-16°F). DME/DME RNP- 0.3 NA.

MALS

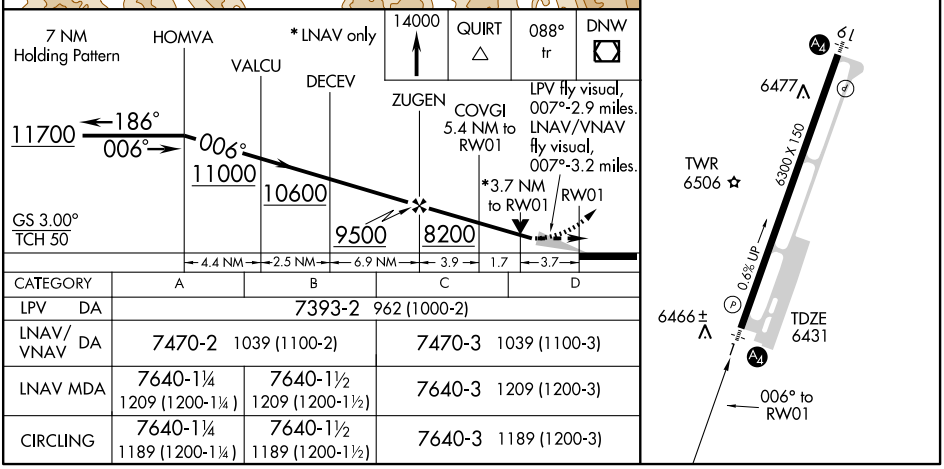
MISSED APPROACH: Climb to 14000 direct QUIRT and via 088° track to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



ELEV 6451

HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LPV DA	7393-2 962 (1000-2)			
LNAV/VNAV DA	7470-2 1039 (1100-2)		7470-3 1039 (1100-3)	
LNAV MDA	7640-1¼ 1209 (1200-1¼)	7640-1½ 1209 (1200-1½)	7640-3 1209 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6300
187°	TDZE	6451
	Apt Elev	6451

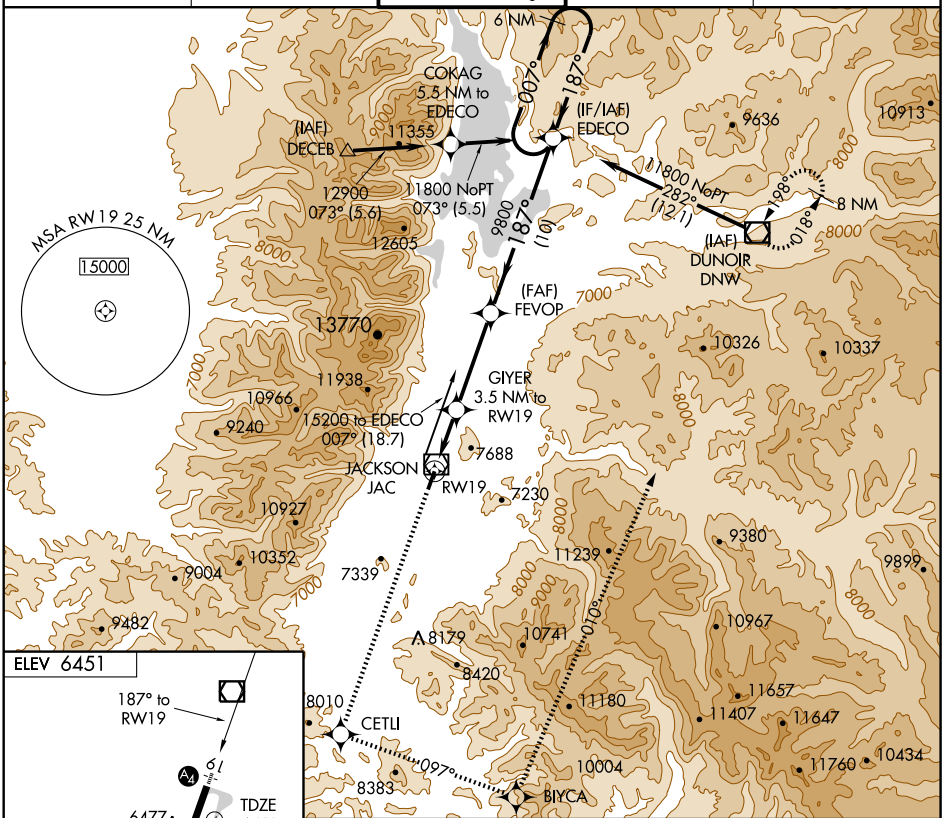
RNAV (GPS) Y RWY 19
JACKSON HOLE (JAC)

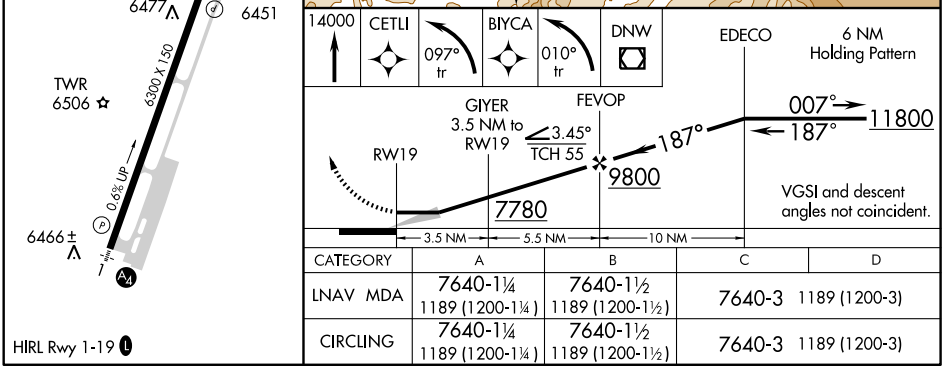
Circling NA east of Rwy 1-19. DME/DME RNP- 0.3 NA.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 direct CETLI and left turn via 097° track to BIYCA and left turn via 010° track to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





CATEGORY	A	B	C	D
LNAV MDA	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6300
006°	TDZE	6431
	Apt Elev	6451

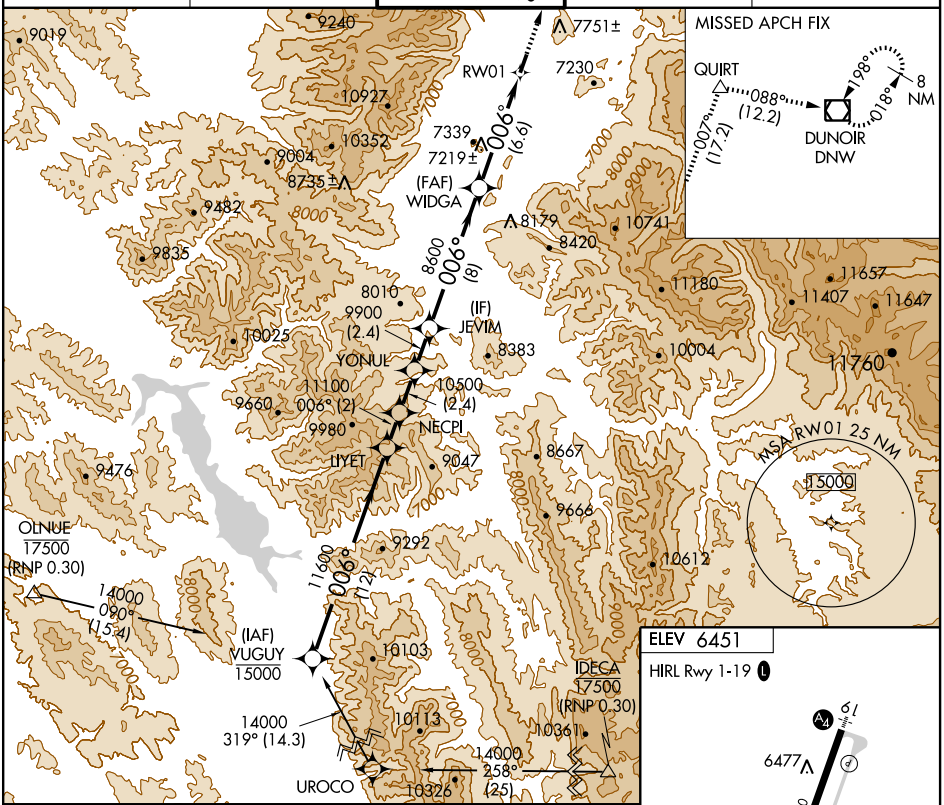
RNAV (RNP) Y RWY 1
JACKSON HOLE (JAC)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F).
Inoperative table does not apply. Visibility reduction by helicopters NA.
When VGSI inoperative, procedure NA at night.

MALS

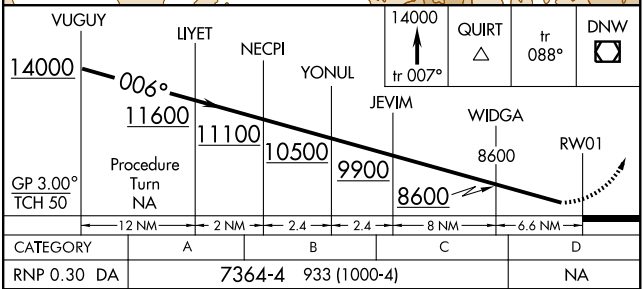
MISSED APPROACH: Climb to 14000 via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95

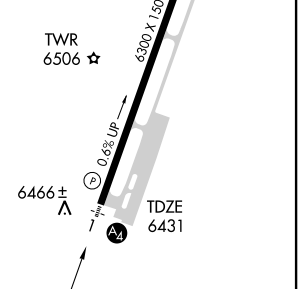


ELEV 6451

HIRL Rwy 1-19 L



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Z RWY 1

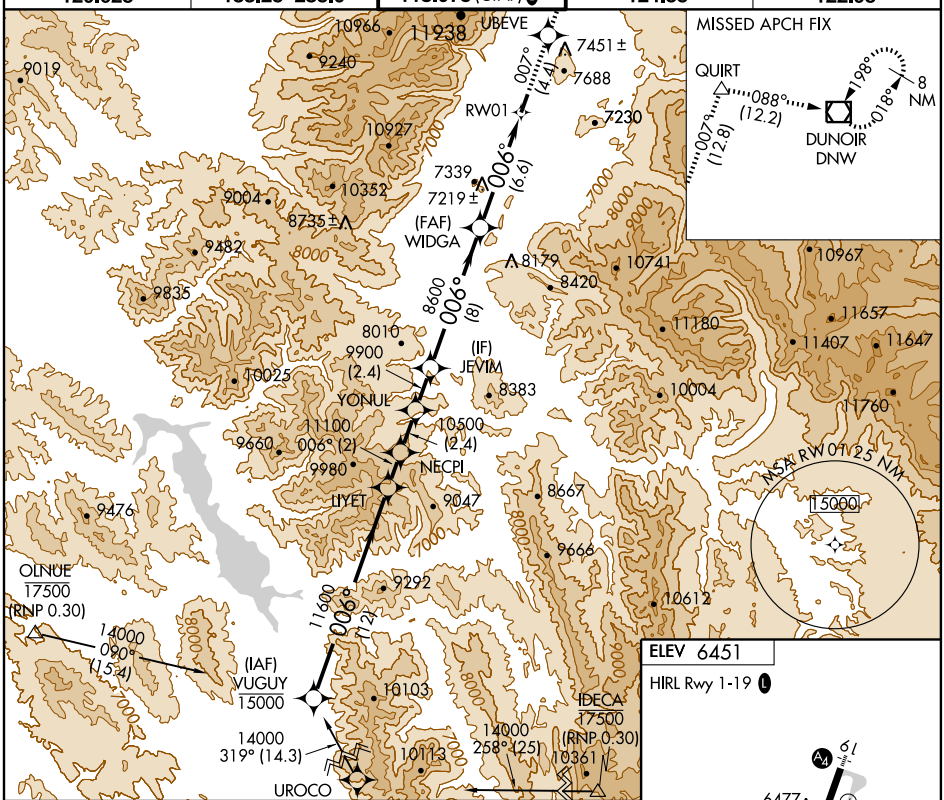
JACKSON HOLE (JAC)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F). For inoperative MALS, increase RNP 0.30 visibility all cats to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. Missed approach requires RNP less than 1.0 and minimum climb of 280 feet per NM to 8100; if unable, see RNAV (RNP) Y RWY 1.

MALS

MISSED APPROACH: Climb to 14000 via track 007° to UBEVE and via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
RNP 0.30 DA	6811-1 380 (400-1)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6300
187°	TDZE	6451
	Apt Elev	6451

RNAV (RNP) Z RWY 19

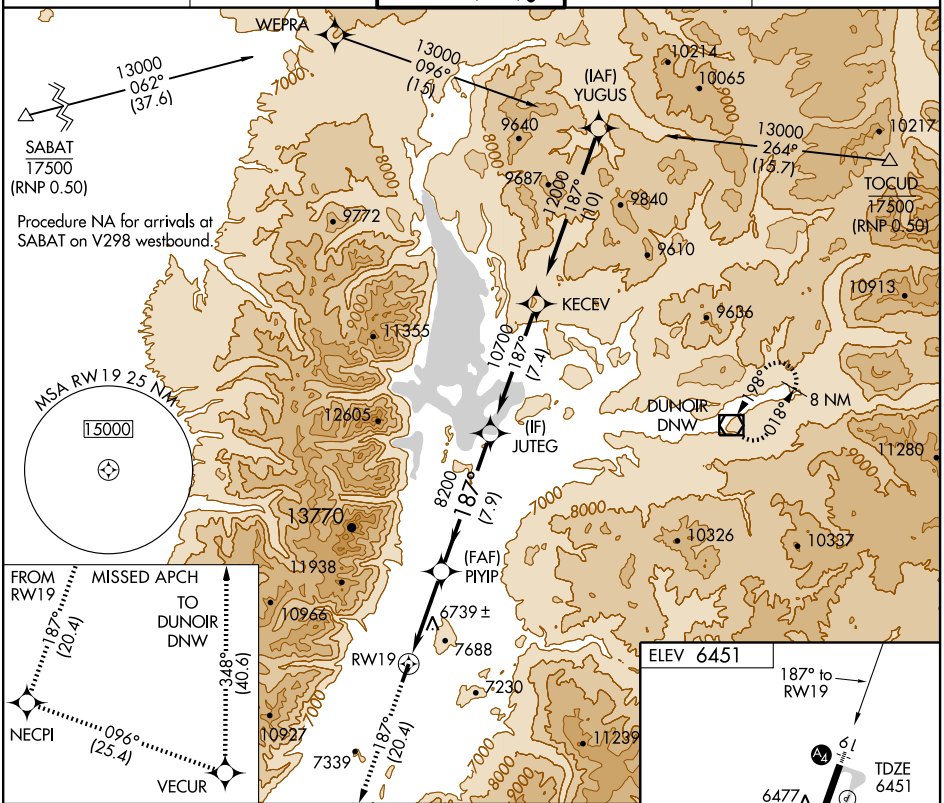
JACKSON HOLE (JAC)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 35°C (96°F). For inoperative MALS, increase RNP 0.30 all Cats visibility to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

MALS

MISSED APPROACH: Climb to 14000 via track 187° to NECPI and via track 096° to VECUR and via left turn on track 348° to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
RNP 0.30 DA	6856-1¼ 405 (500-1¼)			NA

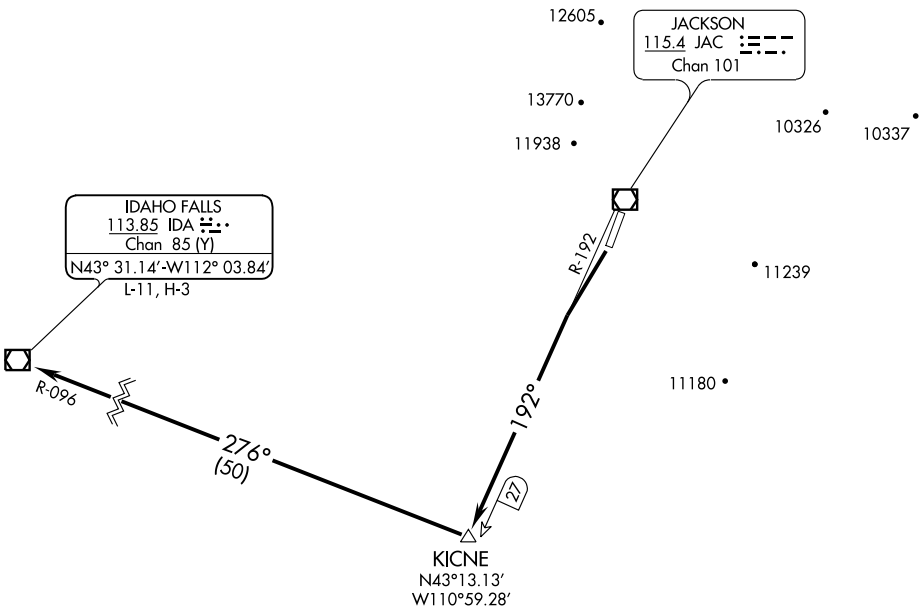
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

TETON THREE DEPARTURE (OBSTACLE)

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625



TAKE-OFF MINIMUMS:
Rwy 19: Standard with a minimum climb of 335′ per NM to 14000 or 4400-3 for climb in visual conditions.
Rwy 1: Not authorized - ATC.

NOTE: Rwy 19, Bush 485 feet from DER, 513 feet right of centerline, 6428′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME JAC 115.4 Chan 101	APP CRS 008°	Rwy ldg 6300 TDZE 6431 Apt Elev 6451

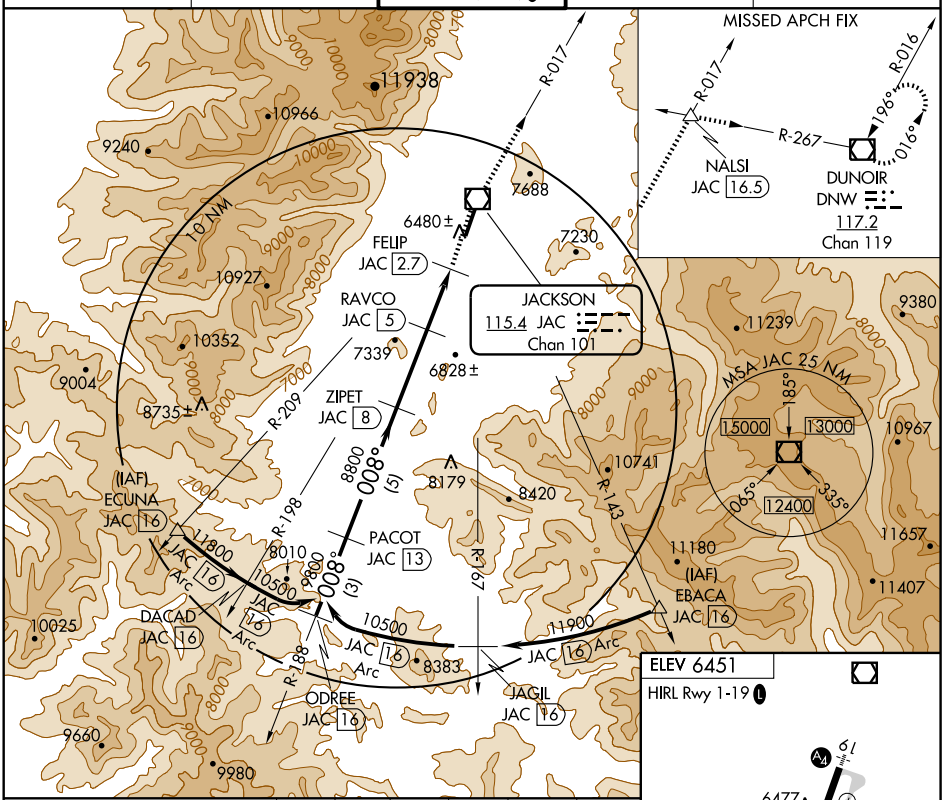
VOR/DME RWY 1
JACKSON HOLE (JAC)

Circling NA east of Rwy 1-19.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 direct JAC VOR/DME, and via JAC R-017 to NALSI Int/JAC 16.5 DME, and right turn via DNW R-267 to DNW VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95



CATEGORY	A	B	C	D
S-1	7380-1½ 949 (1000-1½)		7380-2¾ 949 (1000-2¾)	7380-3 949 (1000-3)
CIRCLING	7380-1½ 929 (1000-1½)		7380-2¾ 929 (1000-2¾)	7380-3 929 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME JAC 115.4 Chan 101	APP CRS 193°	Rwy ldg 6300 TDZE 6451 Apt Elev 6451

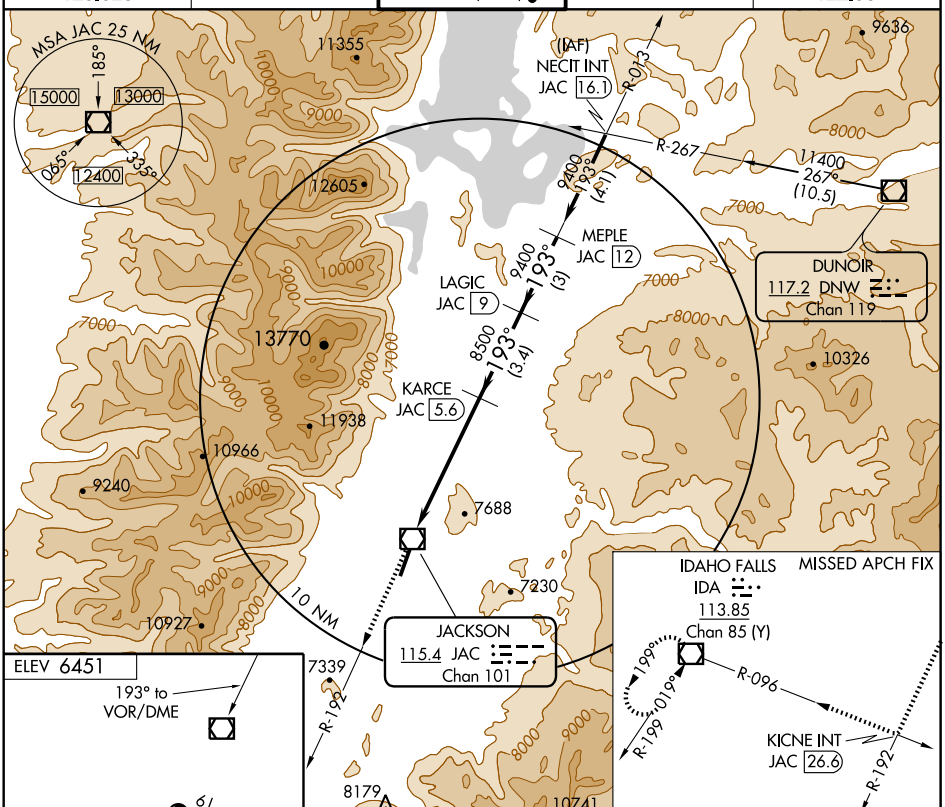
VOR/DME RWY 19
JACKSON HOLE (JAC)

Circling NA east of Rwy 1-19.
Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 14000 via JAC R-192 to KICNE INT/JAC 26.6 DME, and right turn via IDA R-096 to IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	JACKSON TOWER★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF)	124.55	122.95



CATEGORY	A	B	C	D
S-19	7840-1¼ 1389 (1400-1¼)	7840-1½ 1389 (1400-1½)	7840-3 1389 (1400-3)	
CIRCLING	7840-1¼ 1389 (1400-1¼)	7840-1½ 1389 (1400-1½)	7840-3 1389 (1400-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

KEMMERER MUNI (EMM) 2 NW UTC−7(−6DT) N41°49.44′ W110°33.42′ — SALT LAKE CITY H–3E, L–11D IAP

7285 B **FUEL** 100LL, JET A NOTAM FILE CPR

RWY 16–34: H8208X75 (ASPH–PFC) S–18 MIRL

RWY 16: REIL. PAPI(P2L). **RWY 34:** REIL. PAPI(P2L). Fence.

RWY 10–28: 3250X60 (TURF–DIRT)

RWY 10: Fence. **RWY 28:** Road.

RWY 04–22: H2668X60 (CONC) S–9 MIRL

RWY 22: VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Fuel avbl 24 hrs via self-serve credit card pump. CAUTION: Wildlife on and in vicinity of arpt. Rwy 10–28 CLOSED winter months. Acft over 33,000 pounds prohibited. Terrain drops off steeply 81′ prior to apch end Rwy 04. Terrain drops off steeply 55′ prior to apch end Rwy 10. Rwy 10–28 large rocks, depressions and mounds on rwy sfc. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34, VASI Rwy 22, REIL Rwy 16 and Rwy 34—CTAF.

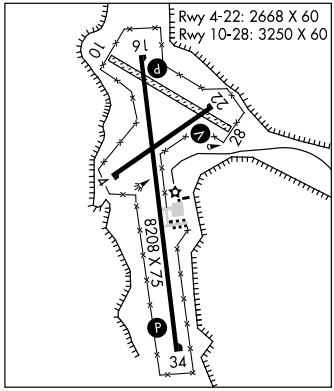
WEATHER DATA SOURCES: AWOS–3 119.675 (307) 877–9838.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SALT LAKE CENTER APP/DEP CON** 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 333° 27.4 NM to fld. 7060/14E.



KLINT N43°00.85′ W108°18.31′. NOTAM FILE RIW. — CHEYENNE

NDB (LOM) 217 RI 280° 7.4 NM to Riverton Rgnl. Unmonitored.

LANDER

HUNT FLD (LND) 1 S UTC−7(−6DT) N42°48.91′ W108°43.79′ — CHEYENNE H–3E, L–11E

5586 B S4 **FUEL** 100LL, JET A NOTAM FILE LND

RWY 03–21: H5000X100 (ASPH–PFC) S–30 MIRL (NSTD)

RWY 03: PAPI(P2L)—GA 3.0°. Tree. **RWY 21:** PAPI(P2L)—GA 3.0°.

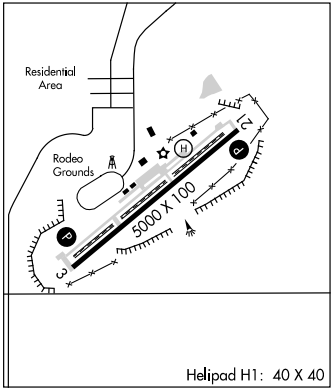
AIRPORT REMARKS: Attended daylight hrs. For svs after hrs call 307–332–3l34/5291 or 301–330–8668. Bird activity invof of arpt. For MIRL Rwy 03–21 key 122.8 3 times. Right traffic permissible on Rwy 21 departure during heavy winds to avoid the mountains due to severe downdrafts. Rwy 03–21 NSTD MIRL thld lgts Rwy 03 irregular spacing with 3 lgts on right and four lgts on left. ACTIVATE NSTD MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 118.15 (307) 332–7707.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 190° 43.2 NM to fld. 7550/16E.

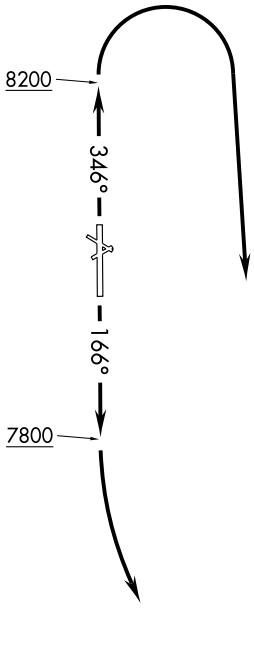


• • • • • • • • • • • • • • • • •

HELIPAD H1: H40X40 (ASPH–PFC)

KEMRR TWO DEPARTURE (RNAV)

SALT LAKE CITY CENTER
124.35 353.5
SALT LAKE CITY DEP CON
124.3 322.3



TAKE-OFF MINIMUMS
Rwy 4, 10, 22, 28: NA - Rwy Surfaces.
Rwy 16, 34: Standard.

NOTE: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

FORT BRIDGER
FBR

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 7800 via heading 166° then climbing left turn to 12000 (or assigned altitude) . . .
TAKE-OFF RUNWAY 34: Climb to 8200 via heading 346° then climbing right turn to 12000 (or assigned altitude) . . .
. . . direct FBR VOR/DME then via assigned route/fix.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	8208
166°	TDZE	7285
	Apt Elev	7285

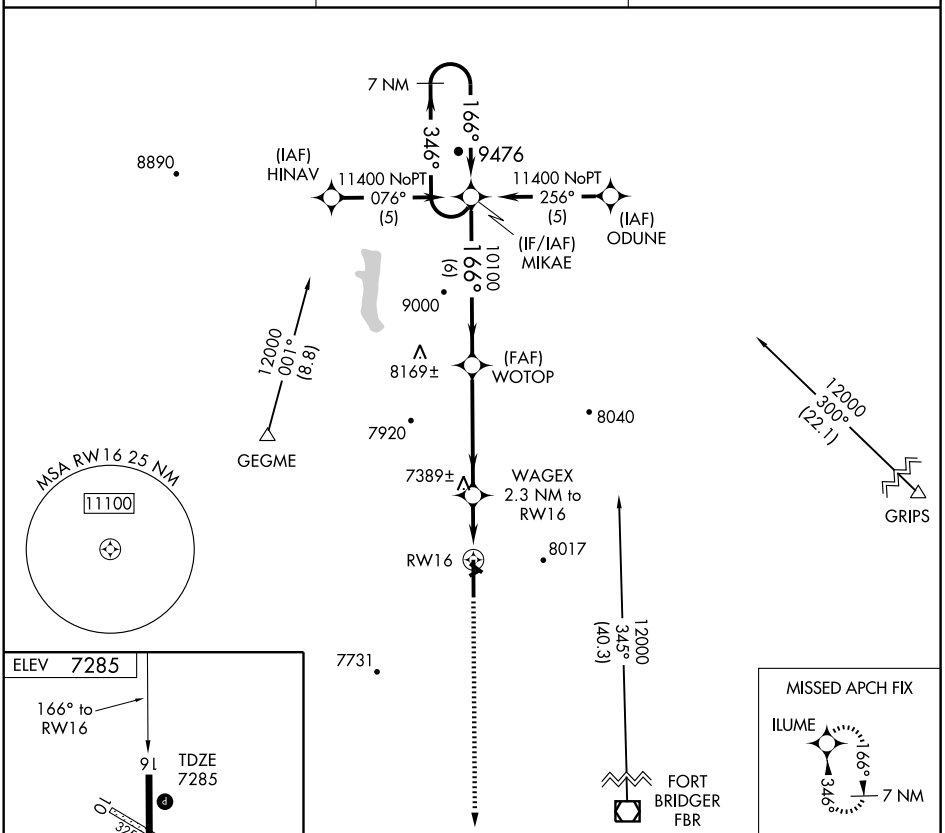
RNAV (GPS) RWY 16
KEMMERER MUNI (EMM)

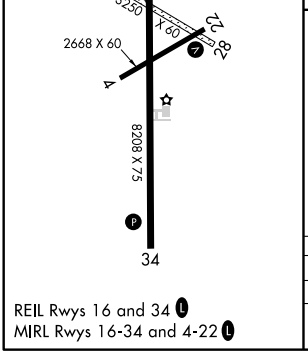
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

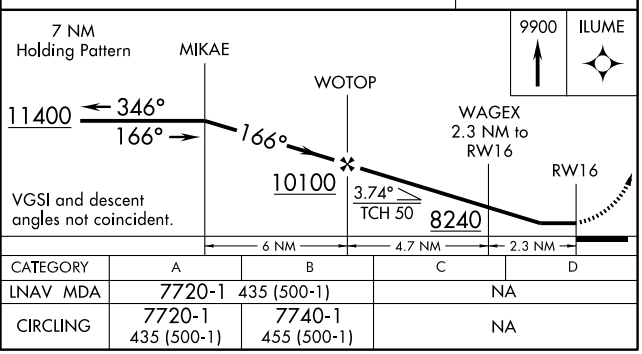
MISSED APPROACH: Climb to 9900 direct ILUME and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.675	124.35 353.5	122.8 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	7720-1 435 (500-1)		NA	
CIRCLING	7720-1 435 (500-1)	7740-1 455 (500-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	8208
346°	TDZE	7276
	Apt Elev	7285

RNAV (GPS) RWY 34

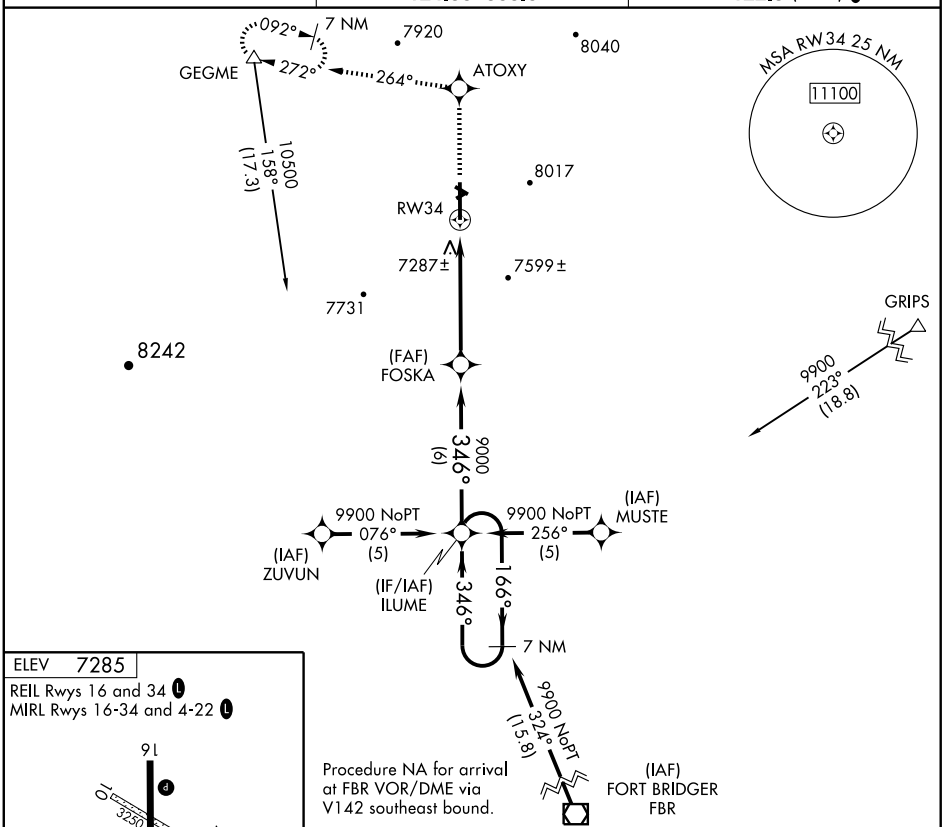
KEMMERER MUNI (EMM)

T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 12000 direct ATOXY and via track 264° to GEGME and hold, continue climb-in-hold to 12000. When authorized by ATC, climb-in-hold to 14000.

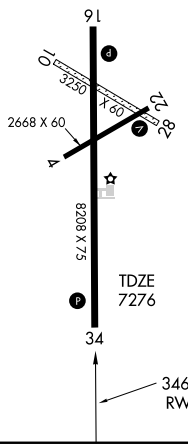
AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.675	124.35 353.5	122.8 (CTAF) L

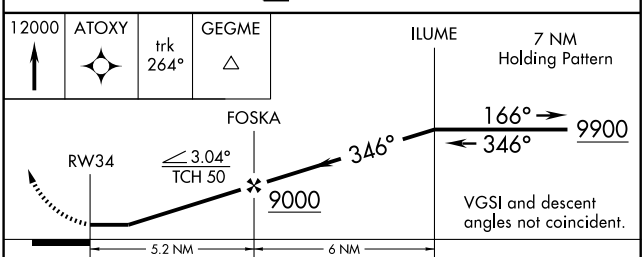


ELEV 7285

REIL Rwys 16 and 34 L

MIRL Rwys 16-34 and 4-22 L





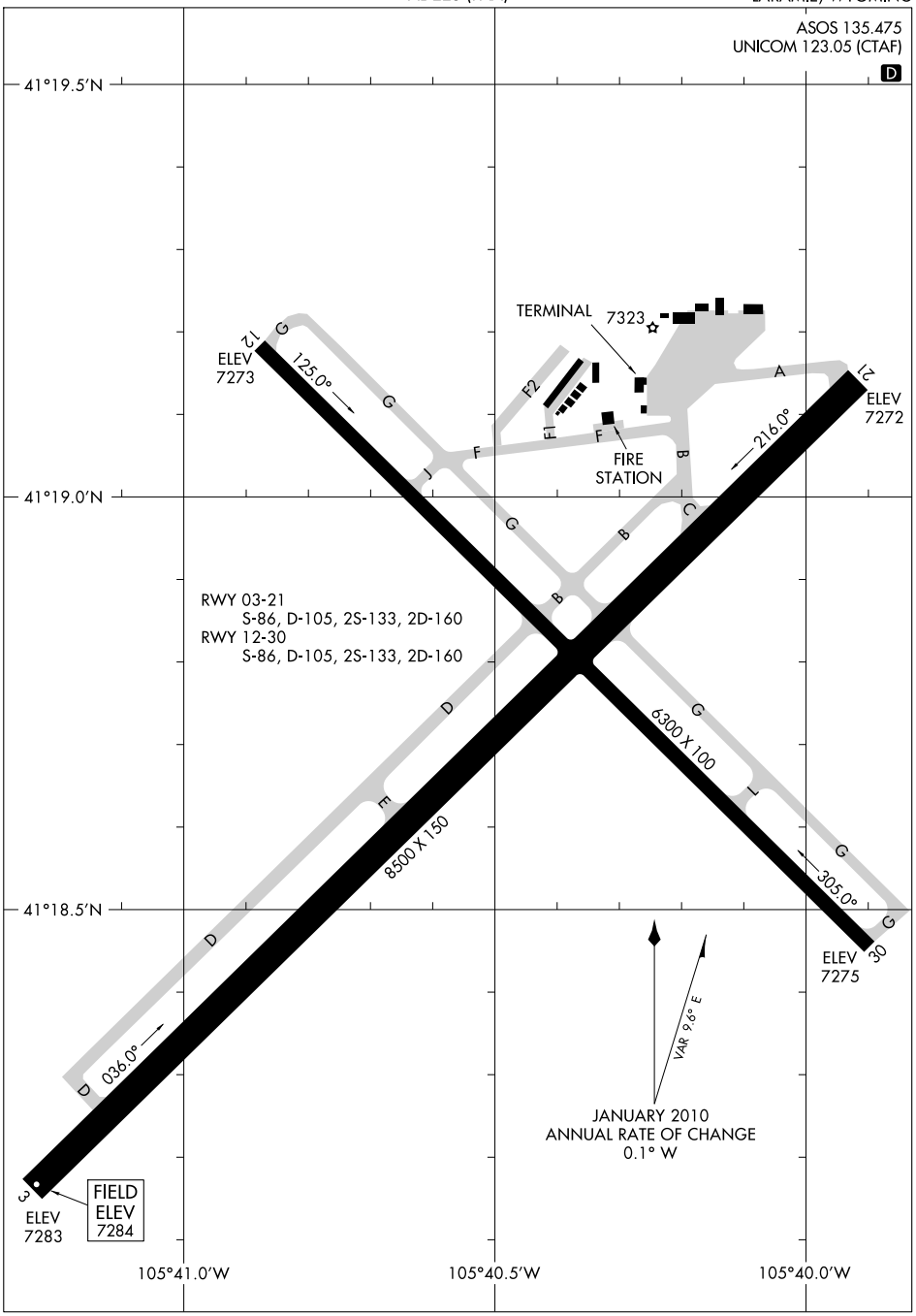
CATEGORY	A	B	C	D
LNAV MDA	7540-1 264 (300-1)		NA	
CIRCLING	7640-1 355 (400-1)	7740-1 455 (500-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR)
LARAMIE, WYOMING



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

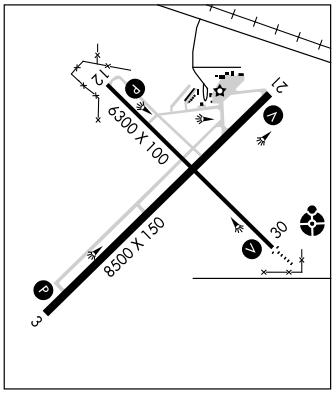
AIRPORT DIAGRAM

LARAMIE, WYOMING
LARAMIE RGNL (LAR)

10210

LARAMIE RGNL (LAR) 3 W UTC−7(−6DT) N41°18.72′ W105°40.50′ **CHEYENNE**
7284 B **FUEL** 100LL, JET A OX 2 TPA—8084(800) Class II, ARFF Index A **H–3F, 5A, L–12F**
NOTAM FILE LAR **IAP, AD**

RWY 03–21: H8500X150 (ASPH–PFC) S–86, D–105, 2S–133, 2D–160 MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 32′.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 53′.
RWY 12–30: H6300X100 (ASPH–PFC) S–86, D–105, 2S–133, 2D–160 MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 30: ODALS. VASI(V4L)—GA 3.0° TCH 41′.

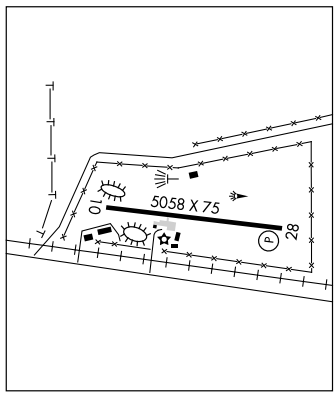


RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 12:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300
RWY 21:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 30:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300

AIRPORT REMARKS: Attended Sat 1300–0100Z‡, Sun–Fri 1300–0400Z‡. Afld sfc condition not monitored 0400–1300Z‡. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 307–742–4164. ACTIVATE MIRL Rwys 03–21 and 12–30, PAPI Rwys 03 and 12, VASI Rwys 21 and 30, REIL Rwy 03, 12 and 21 and ODALS Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 135.475 (307) 742–6398.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.6 (CASPER RADIO)
DENVER CENTER APP/DEP CON 125.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAR.
(L) VORTACW 117.6 LAR Chan 123 N41°20.27′ W105°43.26′ 113° 2.6 NM to fld. 7284/14E.
VORTAC unusable:
160°–240° byd 27 NM blo 11,000′ 015°–140° byd 15 NM blo 9,000′
240°–285° byd 27 NM blo 12,500′

LUSK MUNI (LSK) 3 E UTC−7(−6DT) N42°45.23′ W104°24.27′ **CHEYENNE**
4964 B **FUEL** 100LL NOTAM FILE CPR **H–5A, L–12F**
RWY 10–28: H5058X75 (ASPH) S–12.5 MIRL
RWY 10: P–line. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For fuel call arpt manager 307–334–3622 or 307–340–0548. Unlimited vehicle access to rwy. ACTIVATE MIRL Rwy 10–28—CTAF. PAPI Rwy 28 on continuously.
WEATHER DATA SOURCES: AWOS–3 118.35 (307) 334–4028.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 070° 36.6 NM to fld. 4906/12E.



MEDICINE BOW (8ØV) 2 SE UTC−7(−6DT) N41°53.00′ W106°10.85′ **CHEYENNE**
6646 NOTAM FILE CPR
RWY 10–28: 3170X80 (TURF–DIRT)
RWY 10: Fence. **RWY 28:** Fence.
RWY 06–24: 2680X50 (TURF–DIRT)
RWY 06: Fence. **RWY 24:** Fence.
AIRPORT REMARKS: Unattended. CAUTION: Wildlife and livestock invof all rwys. Rwy 06–24 is no longer maintained. Rwy 06–24, –9 to 12 inch berms both sides of rwy. Rwy 10–28 graded. Gopher holes on rwy surfaces, rwys very soft when wet. Rwy 10–28 rough and uneven. Rwy 10–28 has some gopher holes. Rwy 10–28 1′ ditch south of rwy. Rwy 06–24 rough and uneven full length, numerous gopher and badger holes. Rwy 10–28 marked with orange 3′ x 2′ cones. Thld markings skewed at angle to rwy. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9

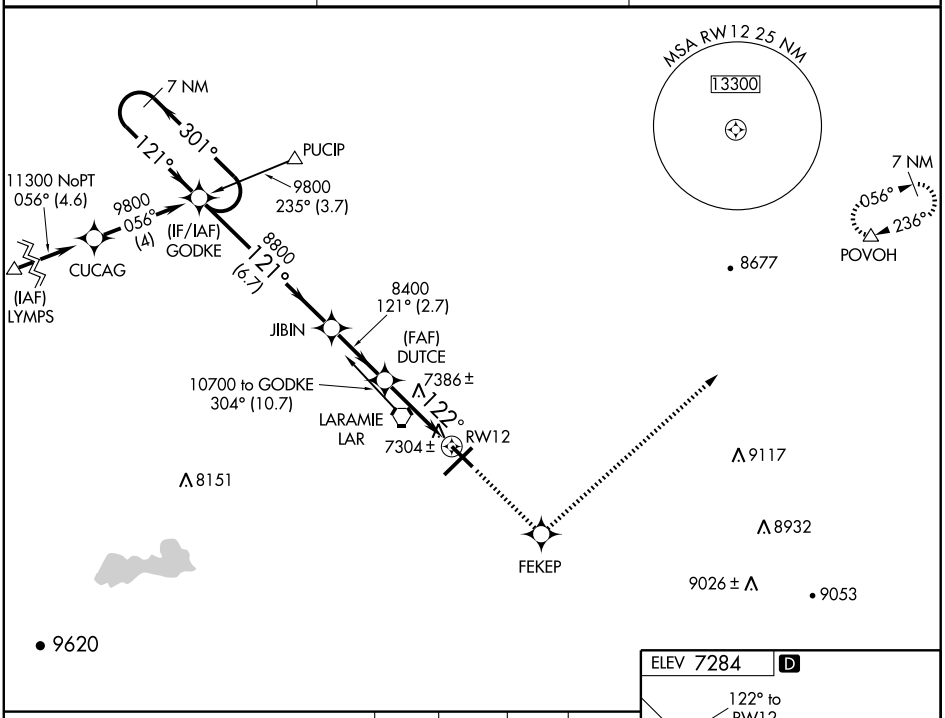
WAAS CH 70600 W12A	APP CRS 122°	Rwy ldg 6300 TDZE 7275 Apt Elev 7284

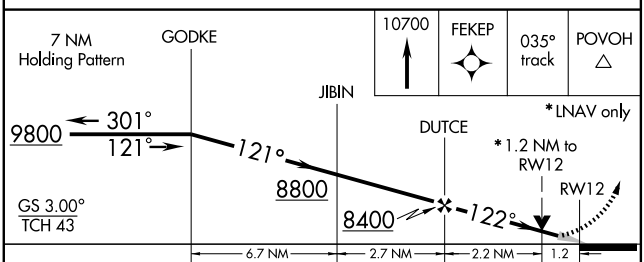
RNAV (GPS) RWY 12
LARAMIE RGNL (LAR)

DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F).

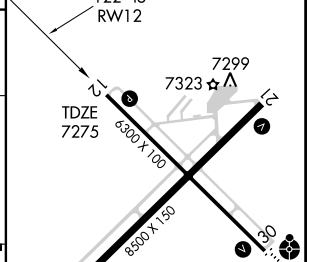
MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	7525-1 250 (300-1)			
LNAV/VNAV DA	7622-1¼ 347 (400-1¼)			
LNAV MDA	7700-1 425 (500-1)		7700-1¼ 425 (500-1¼)	
CIRCLING	7700-1¼ 416 (500-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)



REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 53600 W30A	APP CRS 302°	Rwy ldg 6300 TDZE 7278 Apt Elev 7284

RNAV (GPS) RWY 30
LARAMIE RGNL (LAR)

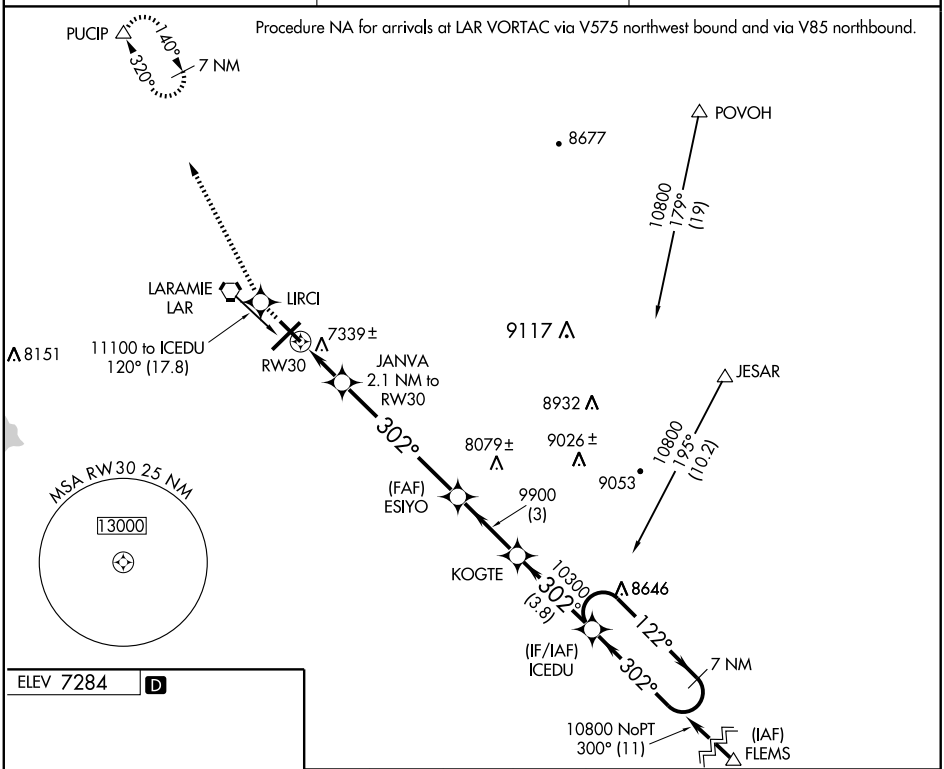
T Inoperative table does not apply.
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).

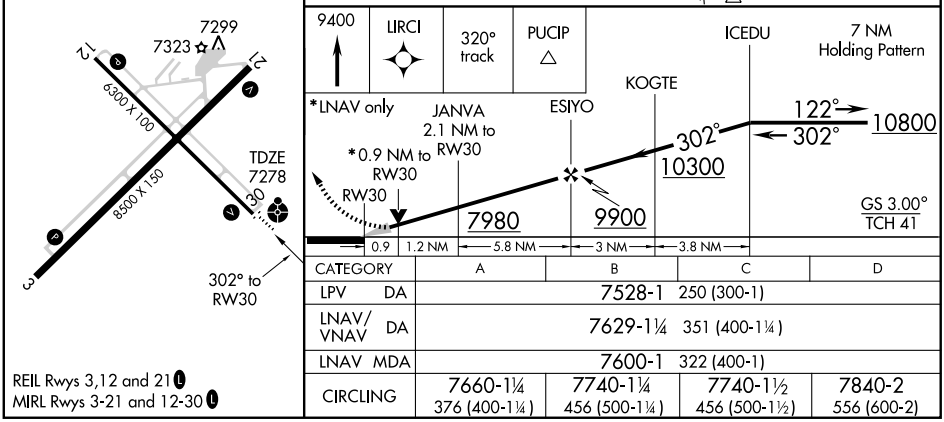
ODALS

MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L

Procedure NA for arrivals at LAR VORTAC via V575 northwest bound and via V85 northbound.





CATEGORY	A	B	C	D
LPV DA	7528-1 250 (300-1)			
LNAV/VNAV DA	7629-1¼ 351 (400-1¼)			
LNAV MDA	7600-1 322 (400-1)			
CIRCLING	7660-1¼ 376 (400-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

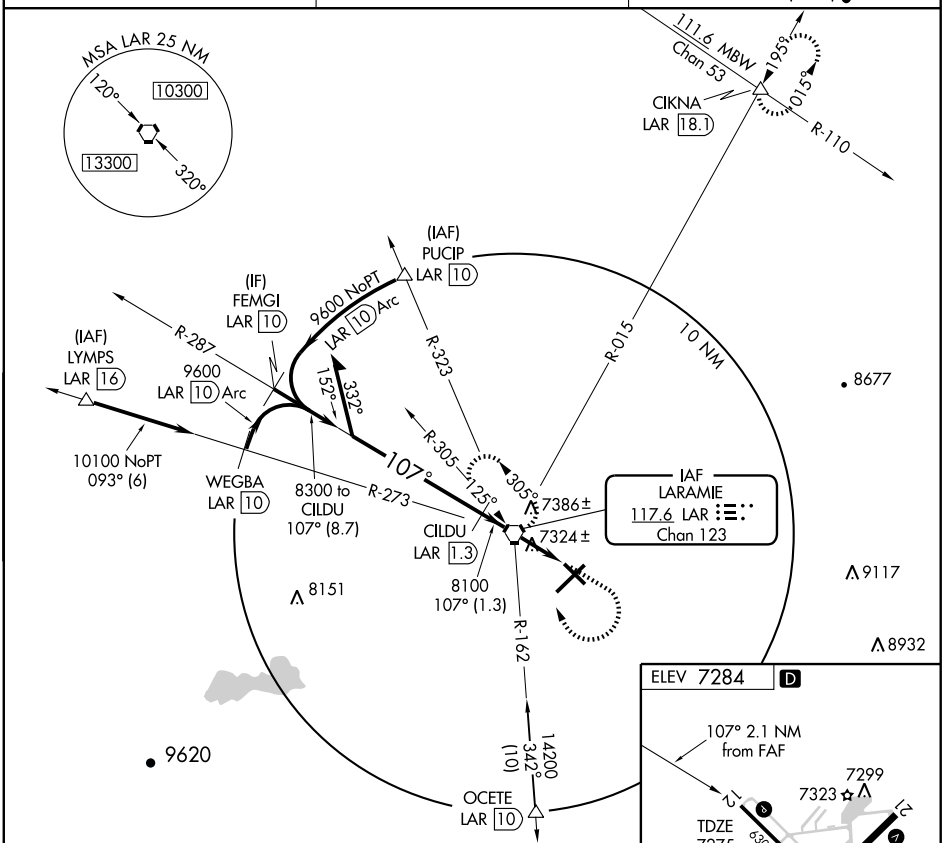
VORTAC LAR 117.6 Chan 123	APP CRS 107°	Rwy ldg 6300 TDZE 7275 Apt Elev 7284

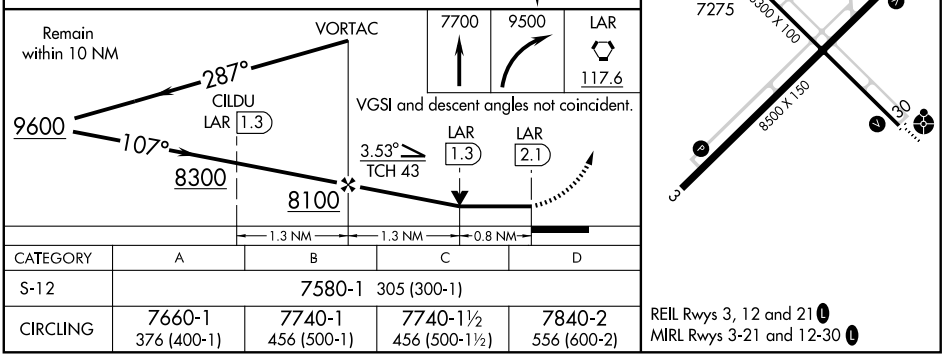
VOR/DME or TACAN RWY 12

LARAMIE RGNL (LAR)

MISSED APPROACH: Climb to 7700 then climbing right turn to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA/18.1 DME and hold north, left turn, 195° inbound).

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-12	7580-1 305 (300-1)			
CIRCLING	7660-1 376 (400-1)	7740-1 456 (500-1)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

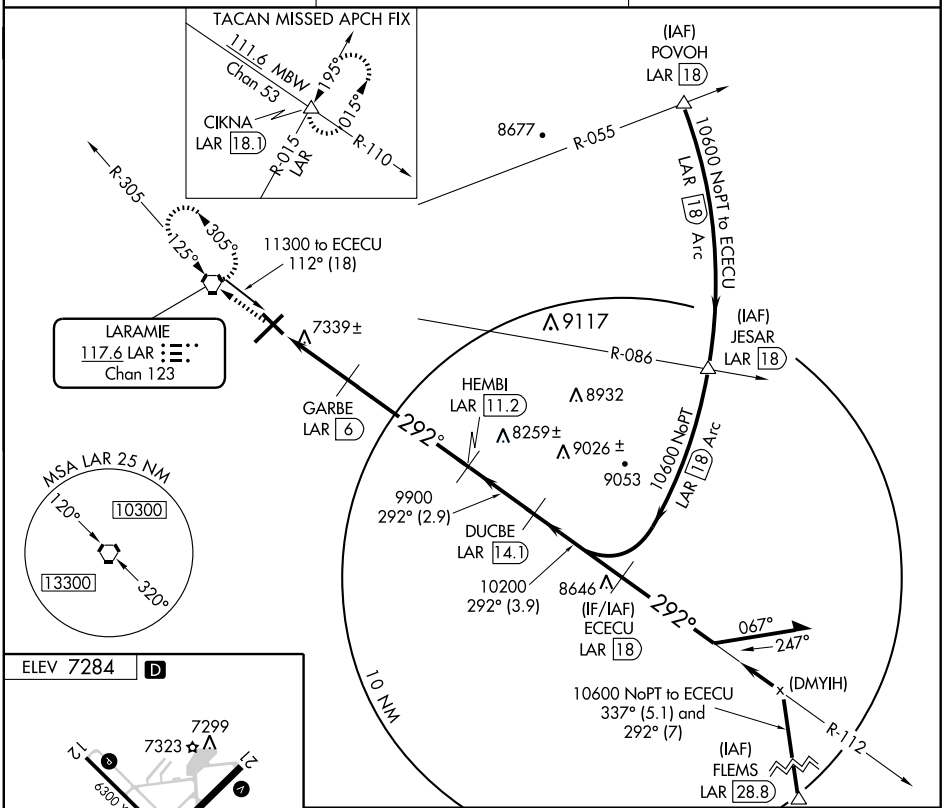
VORTAC LAR 117.6 Chan 123	APP CRS 292°	Rwy ldg 6300 TDZE 7278 Apt Elev 7284

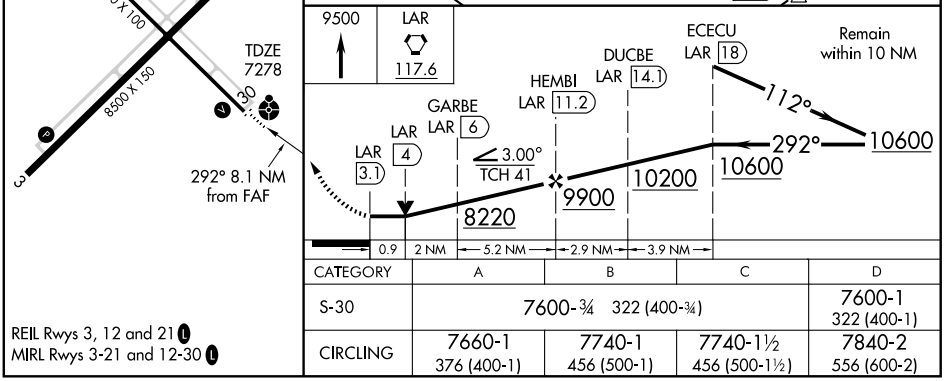
VOR/DME or TACAN RWY 30

LARAMIE RGNL (LAR)

	ODALS	MISSED APPROACH: Climb to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA INT/18.1 DME and hold north, left turns, 195° inbound.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-30	7600-¾ 322 (400-¾)			7600-1 322 (400-1)
CIRCLING	7660-1 376 (400-1)	7740-1 456 (500-1)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

MEDICINE BOW N41°50.73′ W106°00.26′ NOTAM FILE CPR. **CHEYENNE**
(L) VORW/DME 111.6 MBW Chan 53 272° 8.2 NM to Medicine Bow. 7000/14E. **H–3E, 5A, L–12F**
RCO 122.5 (CASPER RADIO)

MILEY MEM FLD (See BIG PINEY)

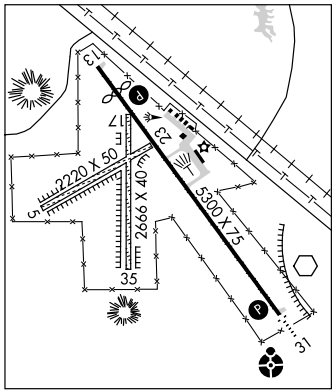
MONDELL FLD (See NEWCASTLE)

MUDDY MOUNTAIN N43°05.45′ W106°16.62′ NOTAM FILE CPR. **CHEYENNE**
(H) VORTACW 116.2 DDY Chan 109 205° 13.7 NM to **H–2G, 3E, 5A, L–11E, 12F**
Casper/Natrona Co Intl. 5863/12E.

NEWCASTLE N43°52.87′ W104°18.47′. NOTAM FILE CPR. **CHEYENNE**
(L) VORW 108.2 ECS at Mondell Fld. 4210/11E **L–12F**
VOR unusable
003°–023° beyond 25 NM below 10,500′
023°–043° beyond 25 NM
043°–063° beyond 25 NM below 12,000′
063°–093° beyond 30 NM below 11,000′
093°–113° beyond 30 NM below 10,500′
328°–003° beyond 25 NM below 9,000′
RCO 122.5 (CASPER RADIO)

NEWCASTLE

MONDELL FLD (ECS) 5 NW UTC−7(−6DT) N43°53.13′ W104°19.08′ **CHEYENNE**
4174 B **FUEL** 100LL, JET A NOTAM FILE CPR **H–2H, L–12F**
RWY 13–31: H5300X75 (CONC) S–30 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Thld dsplcd 500′. Railroad. Rgt tfc.
RWY 31: ODALS. PAPI(P2L)—GA 3.0° TCH 26′.
RWY 17–35: 2666X40 (TURF–DIRT) 0.8% up NW
RWY 35: Fence.
RWY 05–23: 2220X50 (TURF–DIRT) 0.7% up NE
RWY 05: Fence. **RWY 23:** P–line.



AIRPORT REMARKS: Attended 1500–0000Z‡. For attendant after hours call 307–746–9732. For fuel after hrs phone 307–746–9732. Wildlife on or near the rwys. Snow removal Rwy 13–31 only. Rwy 17–35 not mowed/maintained. Radio controlled airplane activity invof airport, within 675′ of Rwy 05. Rwy 17–35 N 600′ closed indef. Rwy 05–23 and Rwy 17–35 edges are unmarked and width is approximate, due to graded shoulders rwys appear wider than they actually are. Soft shoulders near edges of rwys, twys, and ramps. NSTD markings Rwy 31 aiming points wrong dimensions. No twy lead-in or centerline. PAEW mowing field SR–SS during spring and summer. Rwy 13 PAPI realigned with dsplcd thld. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13, PAPI Rwy 13 and Rwy 31, and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.0 (307) 746–4896.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEWCASTLE RCO 122.5 (CASPER RADIO)
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 252° 56.9 NM to fld. 3160/13E.
NEWCASTLE (L) VORW 108.2 ECS N43°52.87′ W104°18.47′ at fld. 4210/11E. NOTAM FILE CPR.

NORTH BIG HORN CO (See COWLEY–LOVELL–BYRON)

PHIFER AIRFIELD (See WHEATLAND)

VOR ECS	APP CRS	Rwy ldg	5300
108.2	323°	TDZE	4174
		Apt Elev	4174

VOR or GPS RWY 31

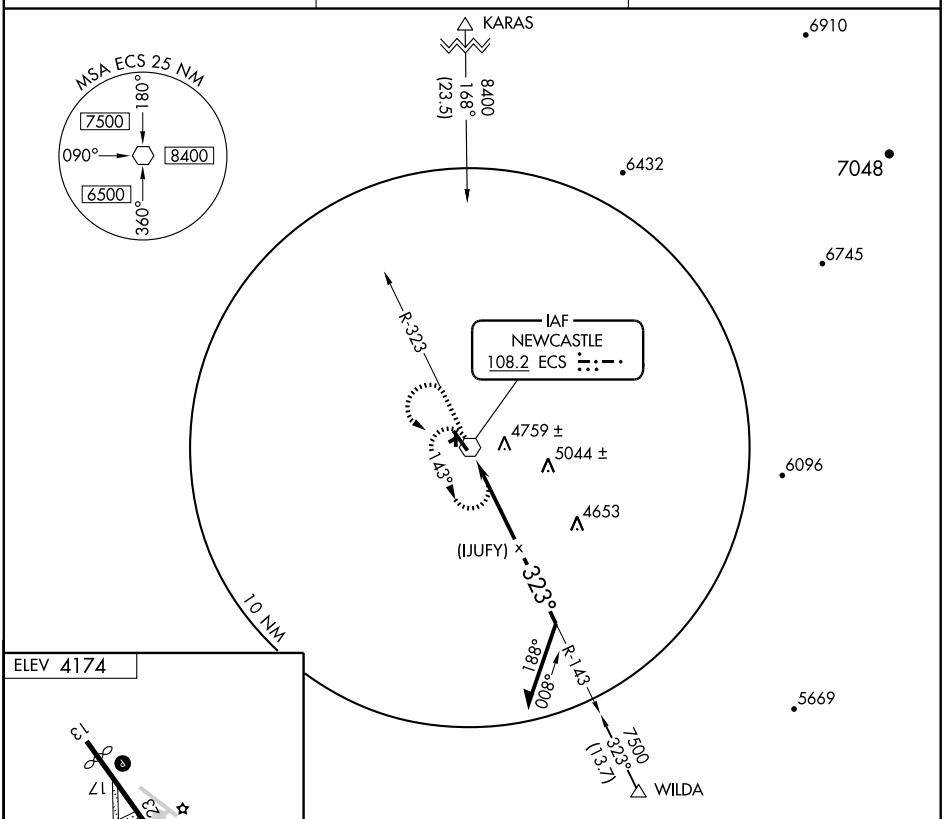
NEWCASTLE/MONDELL FIELD (ECS)

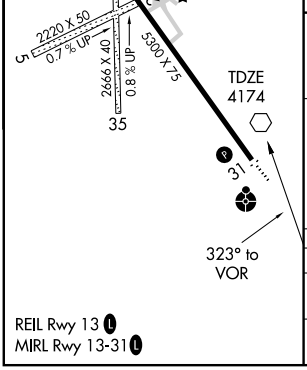
Circling east of Rwy 13-31 not authorized. Obtain local altimeter setting on CTAF when not received procedure not authorized.

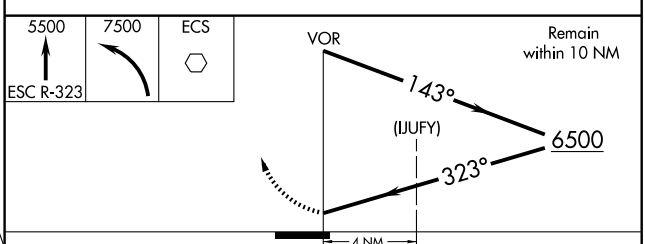
ODALS

MISSED APPROACH: Climb to 5500 via ECS VOR R-323, then climbing left turn to 7500 direct ECS VOR and hold.

AWOS-3	DENVER CENTER	UNICOM
118.0	127.95 338.2	122.8 (CTAF) L





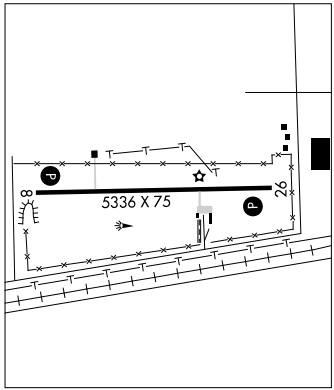


REIL Rwy 13 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-31	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)
CIRCLING	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

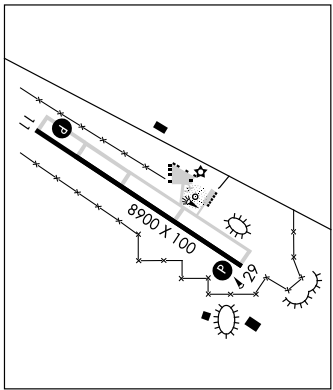
PINE BLUFFS MUNI (82V) 3 SW UTC−7(−6DT) N41°09.20′ W104°07.81′ **CHEYENNE**
5152 B NOTAM FILE CPR **H–5A, L–12F**



RWY 08–26: H5336X75 (ASPH) S–12.5 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 08–26, PAPI Rwys 08 and 26 REIL Rwys 08 and 26 and wind tee—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.425 (307) 245–3613.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.
CHEYENNE (H) VORTACW 113.1 CYS Chan 78 N41°12.66′ W104°46.37′ 084° 29.3 NM to fld. 6211/13E.

PINEDALE

RALPH WENZ FLD (PNA) 5 SE UTC−7(−6DT) N42°47.84′ W109°48.66′ **SALT LAKE CITY**
7102 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–3E, L–11D**
RWY 11–29: H8900X100 (ASPH) S–45 MIRL 0.3% up W **IAP**



RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 41′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended Jun–Oct 1600–0100Z‡, Nov–May Mon–Fri 1600–0100Z‡. No call out fee normal business hours Sat–Sun. For fuel after hrs call 307–413–7888. For svc after hours call 307–413–7888 or 307–367–2290. All helicopter tfc to come and go via the taxiway. Flying over buildings adjacent to ramp is prohibited. ACTIVATE MIRL Rwy 11–29, PAPI Rwys 11 and Rwy 29, and REIL Rwy 11 and Rwy 29—CTAF. Landing fee.
WEATHER DATA SOURCES: AWOS–3 118.325 (307) 367–6425.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE PNA.
BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77′ W110°06.55′ 029° 18.6 NM to fld. 6960/16E.
WENZ NDB (MHW) 392 PNA N42°47.83′ W109°48.21′ at fld. NOTAM FILE CPR.

NDB-A

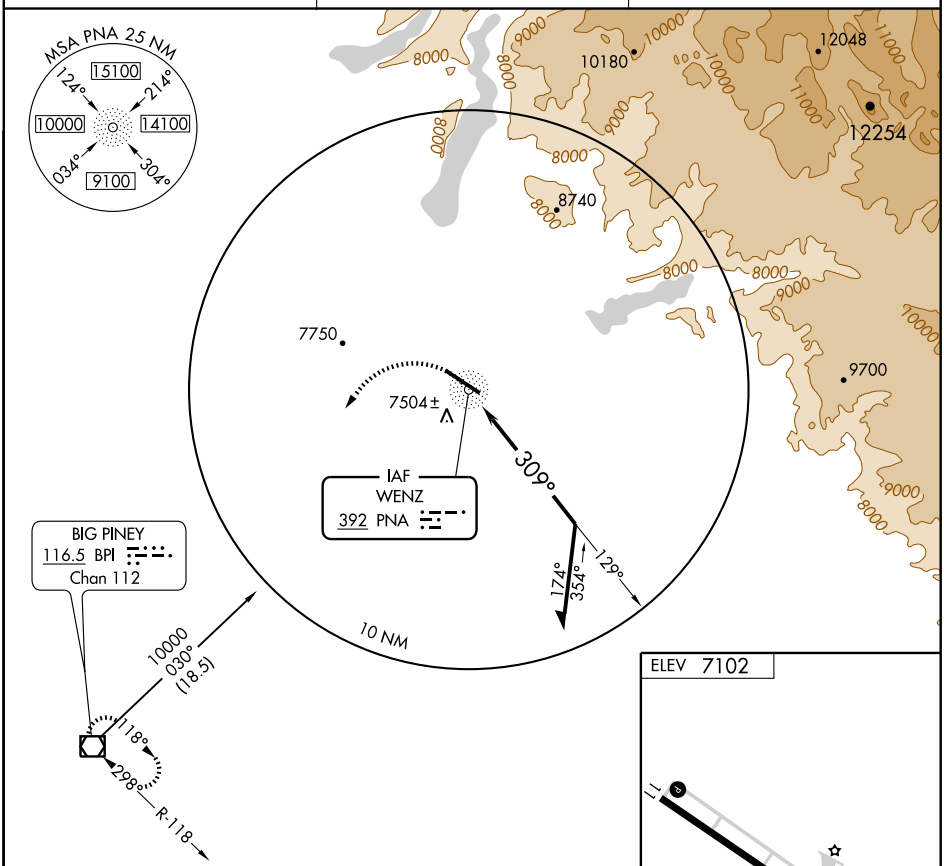
PINEDALE/ RALPH WENZ FIELD (PNA)

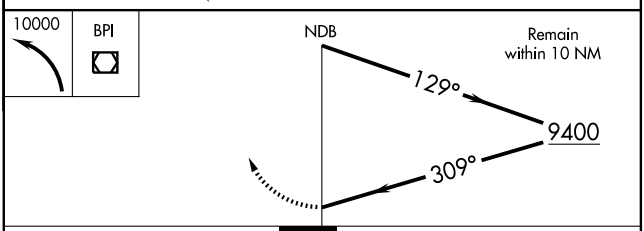
NDB PNA	APP CRS	Rwy ldg	N/A
392	309°	TDZE	N/A
		Apt Elev	7102

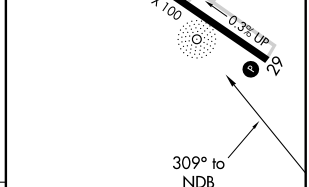
Procedure NA at night. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and visibility Cat C/D ¼ mile.

MISSED APPROACH: Climbing left turn to 10000 direct BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7900-1 798 (800-1)	7900-1¼ 798 (800-1¼)	7900-2¼ 798 (800-2¼)	7900-2½ 798 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

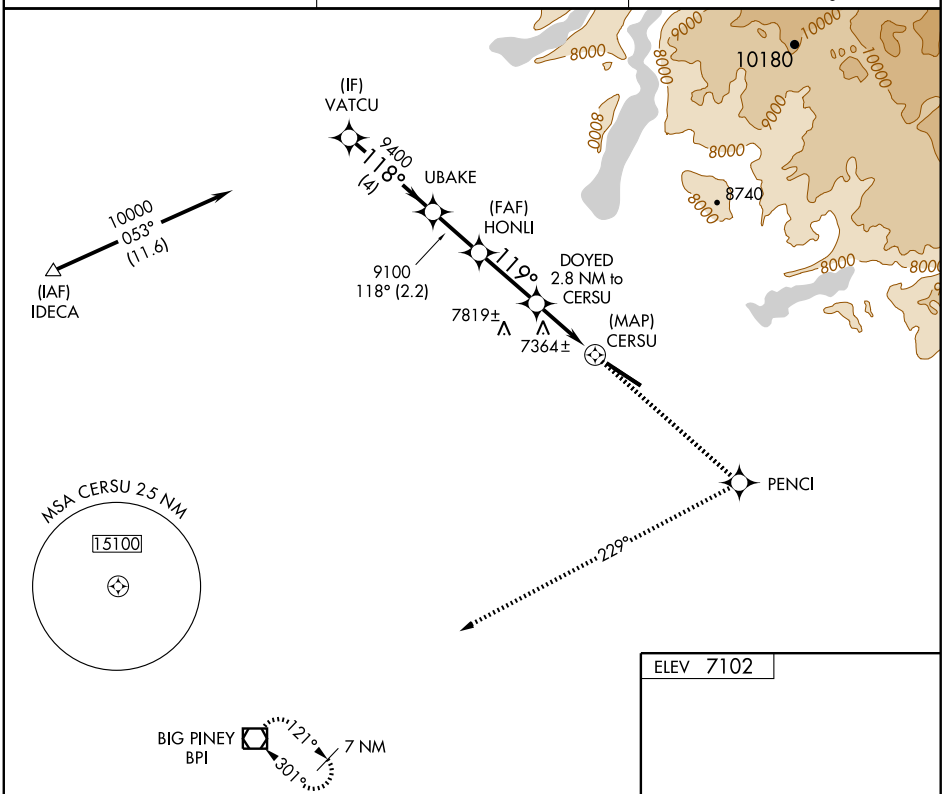
RNAV (GPS) RWY 11
PINEDALE/ RALPH WENZ FIELD (PNA)

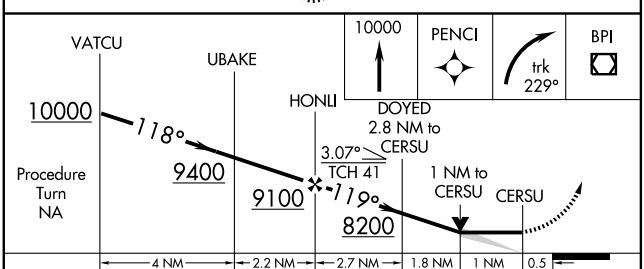
APP CRS	Rwy ldg	8900
119°	TDZE	7102
	Apt Elev	7102

Circling NA at night. DME/DME RNP- 0.3 NA. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

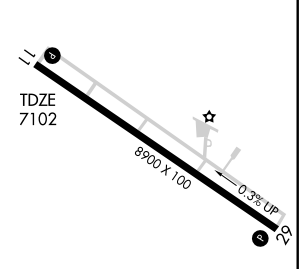
MISSED APPROACH: Climb to 10000 direct PENCI and right turn via track 229° to BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7620-1 518 (600-1)		7620-1½ 518 (600-1½)	7620-1¾ 518 (600-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

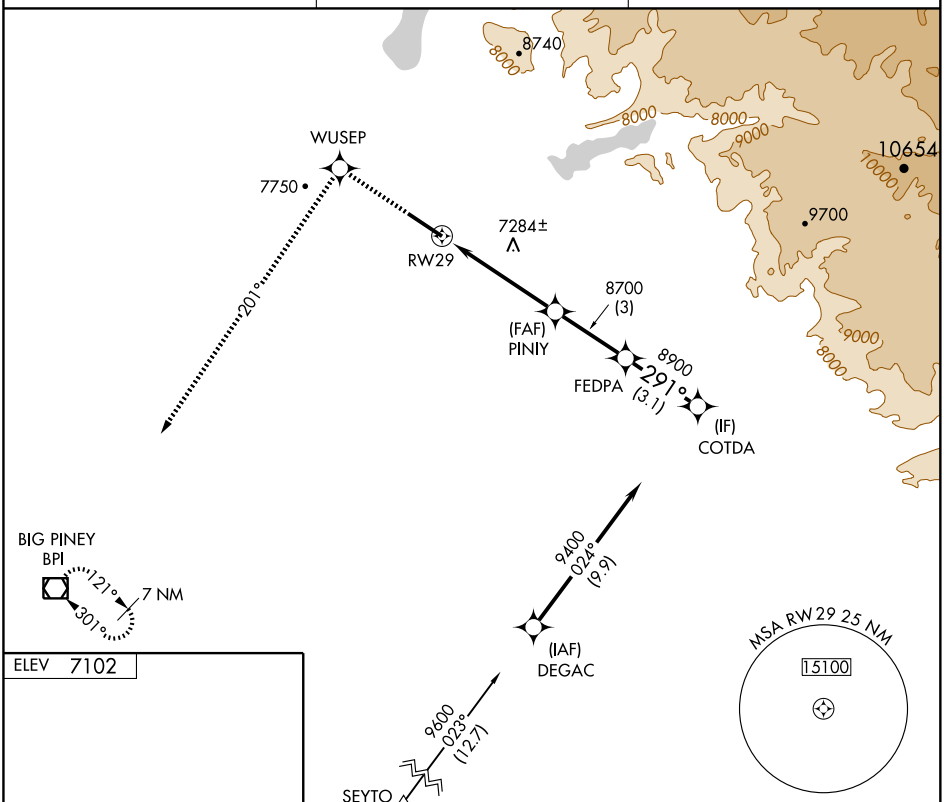
RNAV (GPS) RWY 29
PINEDALE/ RALPH WENZ FIELD (PNA)

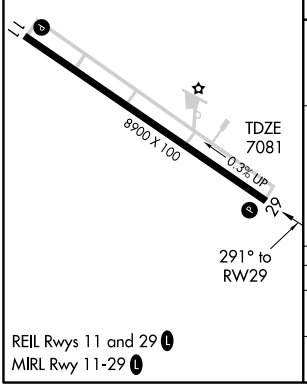
APP CRS	Rwy ldg	8900
291°	TDZE	7081
	Apt Elev	7102

DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

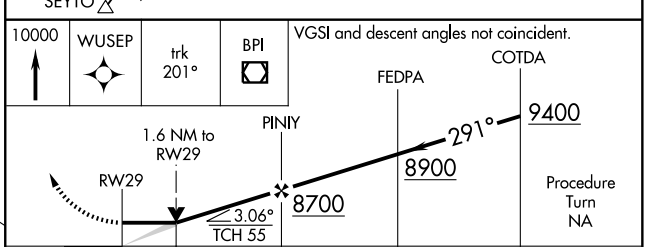
MISSED APPROACH: Climb to 10000 direct WUSEP and via track 201° to BPI VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.325	128.35 239.25	122.8 (CTAF) L





REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

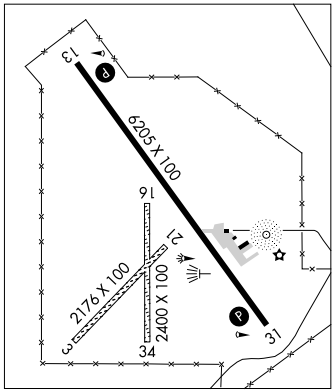


CATEGORY	A	B	C	D
LNAV MDA	7600-1 519 (500-1)		7600-1½ 519 (500-1½)	7600-1¾ 519 (500-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010

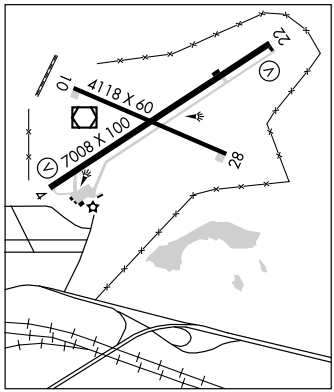
NW-1, 23 SEP 2010 to 21 OCT 2010

POWELL MUNI (POY) 7 N UTC−7(−6DT) N44°52.03′ W108°47.61′ **BILLINGS**
5092 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–1E, L–13D**
RWY 13–31: H6205X100 (ASPH) S–15 MIRL 1.6% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Fence.
RWY 16–34: 2400X100 (TURF–DIRT) 1.9% up SE
RWY 34: Fence.
RWY 03–21: 2176X100 (TURF–DIRT) 1.4% up SW
RWY 03: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs phone 307–254–0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307–754–2212. ACTIVATE MIRL Rwy 13–31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (307) 754–7093.
COMMUNICATIONS: CTAF/UNICOM 122.7
CODY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 012° 16.5 NM to fld. 4794/14E.
NDB (MHW) 344 POY N44°52.01′ W108°47.18′ at fld. NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC−7(−6DT) N41°48.34′ W107°12.00′ **CHEYENNE**
6813 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE RWL **H–3E, L–11E**
RWY 04–22: H7008X100 (ASPH–PFC) S–30, D–60 MIRL 1.0% up NE **IAP**
RWY 04: VASI(V2L)—GA 3.0° TCH 44′. Tank. Rgt tfc.
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44′. Ground.
RWY 10–28: H4118X60 (ASPH) S–12 MIRL
RWY 28: REIL. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Feb Mon–Sat 1430–0000Z‡, Mar–Dec 1430–0130Z‡. Nov–Feb Mon–Sat on call Sun number posted at FBO. Nov–Feb Mon–Sat for svc other times call 307–324–2361 or number posted on door of FBO. Mar–Oct for svc other times call 307–324–2361/5264 or 307–321–9929. For fuel after hours call 307–324–2361 or number posted on door of FBO. Rwy 10–28 large cracks with sluffing edges. Birds on and in vicinity of all rwys. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after tkf to avoid housing area and for noise abatement. Rwy 10–28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04–22, Rwy 10–28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 118.525 (307) 328–0031.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (CASPER RADIO)
DENVER CENTER APP/DEP CON 132.1
AIRSPACE: CLASS E svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.
(T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ at fld. 6750/13E.
VOR portion unmonitored 0500–1300Z‡. DME portion unmonitored continuously.
Unusable 245°–275° beyond 15 NM below 12,500′.



NDB POY 344	APP CRS 320°	Rwy ldg 6205 TDZE 5092 Apt Elev 5092

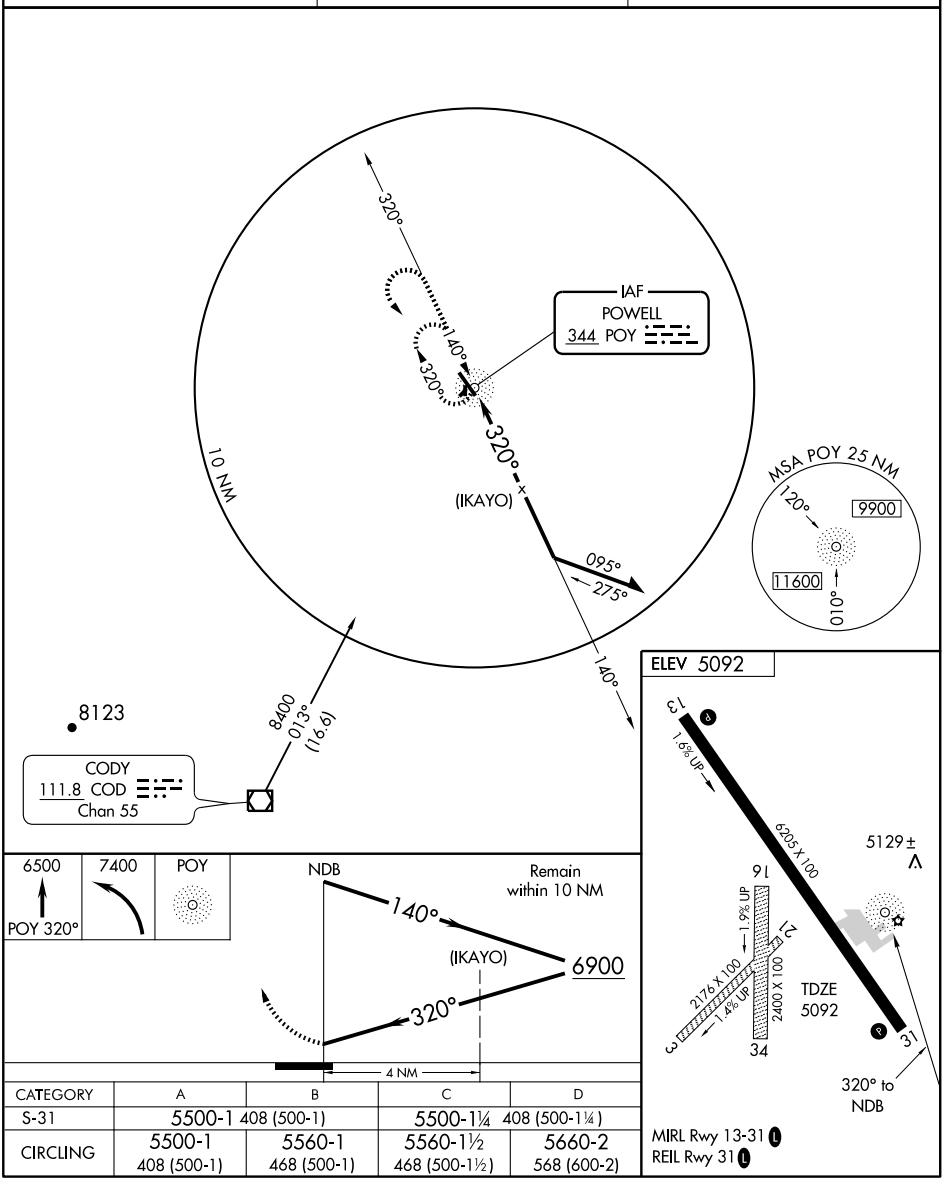
NDB or GPS RWY 31
POWELL MUNI (POY)

NA

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 6500 via 320° bearing from POY NDB then climbing left turn to 7400 direct POY NDB and hold.

AWOS-3	CASPER RADIO	UNICOM
119.275	122.3	122.7 (CTAF) L

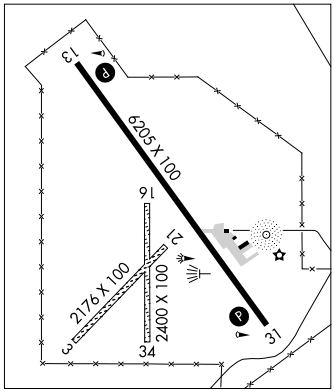


MIRL Rwy 13-31 L
REIL Rwy 31 L

CATEGORY	A	B	C	D
S-31	5500-1 408 (500-1)		5500-1¼ 408 (500-1¼)	
CIRCLING	5500-1 408 (500-1)	5560-1 468 (500-1)	5560-1½ 468 (500-1½)	5660-2 568 (600-2)

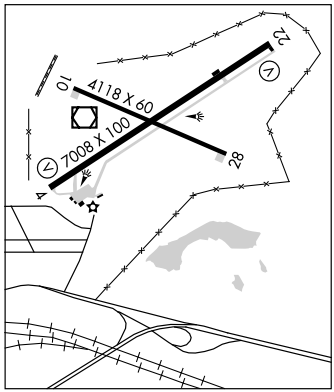
NW-1, 23 SEP 2010 to 21 OCT 2010

POWELL MUNI (POY) 7 N UTC−7(−6DT) N44°52.03′ W108°47.61′ **BILLINGS**
5092 B S4 **FUEL** 100LL, JET A NOTAM FILE CPR **H–1E, L–13D**
RWY 13–31: H6205X100 (ASPH) S–15 MIRL 1.6% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Fence.
RWY 16–34: 2400X100 (TURF–DIRT) 1.9% up SE
RWY 34: Fence.
RWY 03–21: 2176X100 (TURF–DIRT) 1.4% up SW
RWY 03: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs phone 307–254–0977. Fuel 24 hr credit card svc avbl. After hrs emerg ctc police department 307–754–2212. ACTIVATE MIRL Rwy 13–31, REIL Rwy 31 and PAPI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (307) 754–7093.
COMMUNICATIONS: CTAF/UNICOM 122.7
CODY RCO 122.3 (CASPER RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COD.
CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90′ 012° 16.5 NM to fld. 4794/14E.
NDB (MHW) 344 POY N44°52.01′ W108°47.18′ at fld. NOTAM FILE CPR.



RALPH WENZ FLD (See PINEDALE)

RAWLINS MUNI/HARVEY FLD (RWL) 2 NE UTC−7(−6DT) N41°48.34′ W107°12.00′ **CHEYENNE**
6813 B S2 **FUEL** 100LL, JET A OX 1 NOTAM FILE RWL **H–3E, L–11E**
RWY 04–22: H7008X100 (ASPH–PFC) S–30, D–60 MIRL 1.0% up NE **IAP**
RWY 04: VASI(V2L)—GA 3.0° TCH 44′. Tank. Rgt tfc.
RWY 22: REIL. VASI(V2L)—GA 3.0° TCH 44′. Ground.
RWY 10–28: H4118X60 (ASPH) S–12 MIRL
RWY 28: REIL. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Feb Mon–Sat 1430–0000Z‡, Mar–Dec 1430–0130Z‡. Nov–Feb Mon–Sat on call Sun number posted at FBO. Nov–Feb Mon–Sat for svc other times call 307–324–2361 or number posted on door of FBO. Mar–Oct for svc other times call 307–324–2361/5264 or 307–321–9929. For fuel after hours call 307–324–2361 or number posted on door of FBO. Rwy 10–28 large cracks with sluffing edges. Birds on and in vicinity of all rwys. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after tkf to avoid housing area and for noise abatement. Rwy 10–28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04–22, Rwy 10–28 and REIL Rwy 22 and Rwy 28—CTAF. VASI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 118.525 (307) 328–0031.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (CASPER RADIO)
DENVER CENTER APP/DEP CON 132.1
AIRSPACE: CLASS E svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.
(T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ at fld. 6750/13E.
VOR portion unmonitored 0500–1300Z‡. DME portion unmonitored continuously.
Unusable 245°–275° beyond 15 NM below 12,500′.



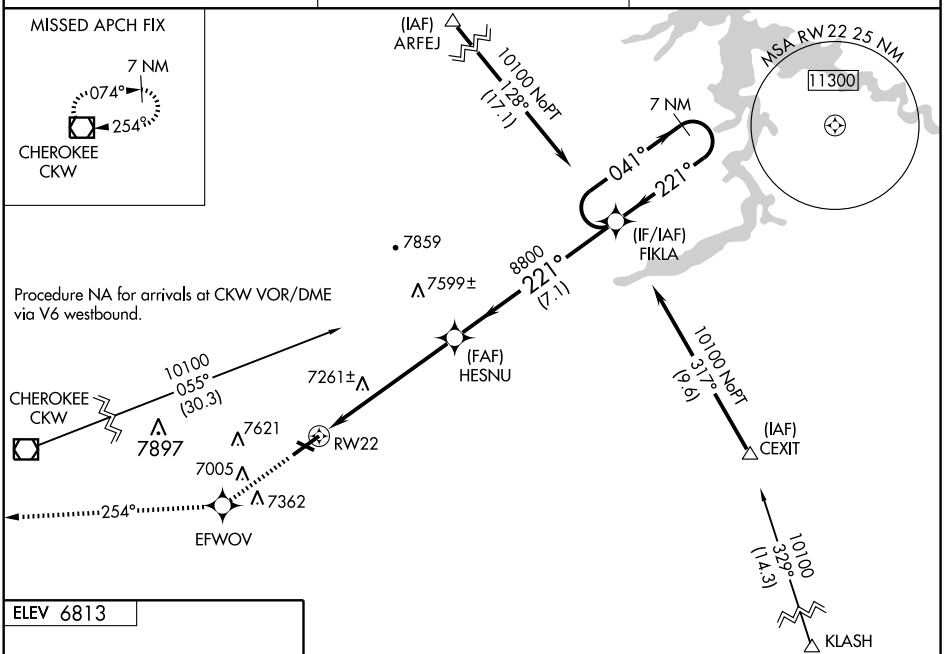
WAAS CH **93716** **W22A**	APP CRS **221°**	Rwy ldg **7008** TDZE **6813** Apt Elev **6813**

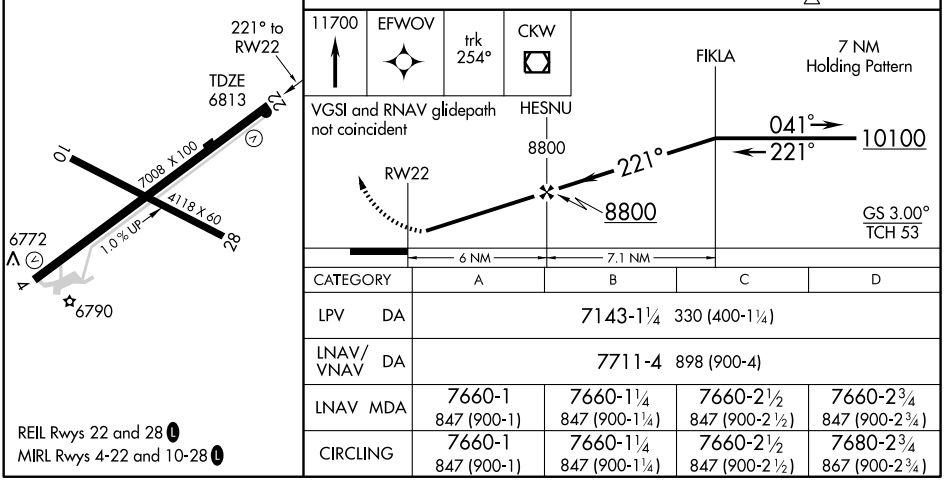
RNAV (GPS) RWY 22
RAWLINS MUNI/HARVEY FIELD (RWL)

Circling NA NW of Rwy 4-22.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35°C (95°F).
DME/DME RNP- 0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11700 direct EFWOV and via track 254° to CKW VOR/DME and hold, continue climb-in-hold to 11700.

ASOS	DENVER CENTER	UNICOM
118.525	**132.1 254.35**	**123.0** (CTAF) L





REIL Rwys 22 and 28 L
MIRL Rwys 4-22 and 10-28 L

CATEGORY		A	B	C	D
LPV	DA	7143-1¼ 330 (400-1¼)			
LNAV/VNAV	DA	7711-4 898 (900-4)			
LNAV	MDA	7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7660-2¾ 847 (900-2¾)
CIRCLING		7660-1 847 (900-1)	7660-1¼ 847 (900-1¼)	7660-2½ 847 (900-2½)	7680-2¾ 867 (900-2¾)

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NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWL 109.4 Chan 31	APP CRS 221°	Rwy ldg 7008 TDZE 6813 Apt Elev 6813

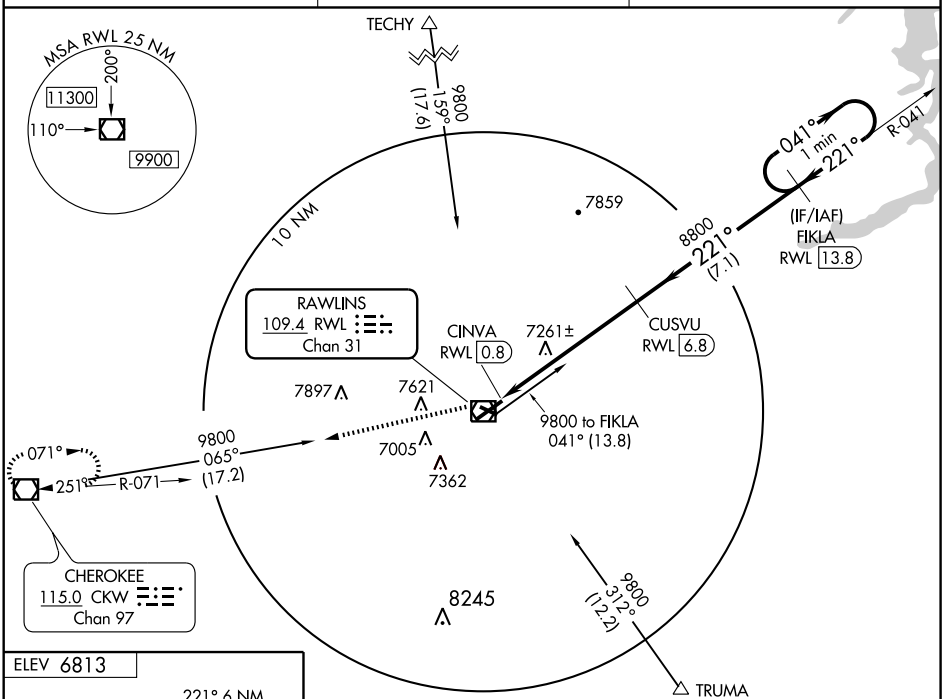
VOR/DME RWY 22

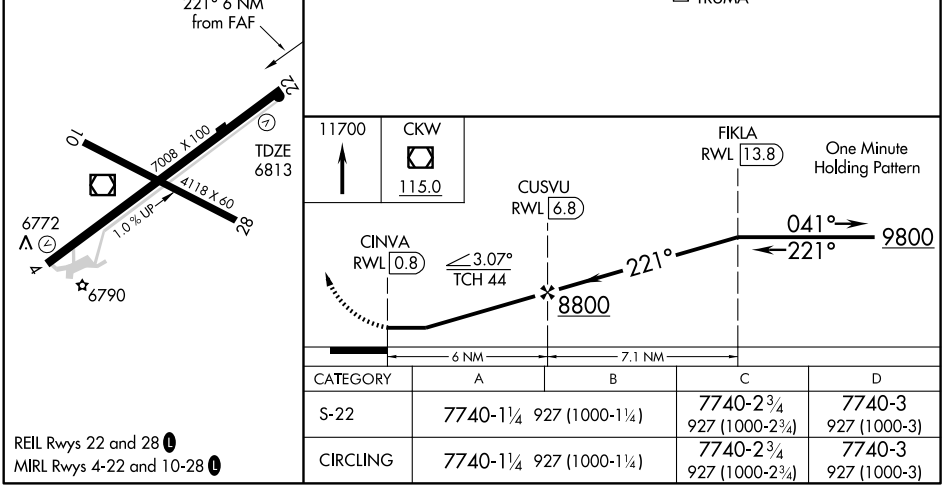
RAWLINS MUNI/HARVEY FIELD (RWL)

Circling NA northwest of Rwy 4-22.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11700 direct CKW VOR/DME and hold, continue climb-in-hold to 11700.

ASOS	DENVER CENTER	UNICOM
118.525	132.1 254.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-22	7740-1¼ 927 (1000-1¼)		7740-2¾ 927 (1000-2¾)	7740-3 927 (1000-3)
CIRCLING	7740-1¼ 927 (1000-1¼)		7740-2¾ 927 (1000-2¾)	7740-3 927 (1000-3)

REIL Rwys 22 and 28 L
MIRL Rwys 4-22 and 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

RIVERTON RGNL (RIW) 3 NW UTC−7(−6DT) N43°03.85′ W108°27.59′ — CHEYENNE

5528 B S4 **FUEL** 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW — H–3E, L–11E

RWY 10–28: H8203X150 (ASPH–PFC) S–85, D–110, 2S–140, 2D–165 HIRL — IAP

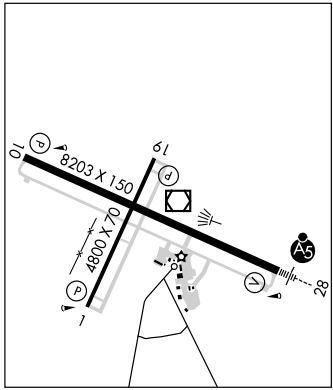
RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45′. P–lines. 1.4% down.

RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50′. 0.7% up.

RWY 01–19: H4800X70 (ASPH–GRVD) S–30, D–50 MIRL 0.3% up NE

RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40′. P–line.

RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39′.



AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For svc after hrs call 307–856–3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000′ ASPH–GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307–856–7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10–28; MIRL and REIL Rwy 01–19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 121.425 (307) 856–4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.

(L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ at fld. 5450/16E.

KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.

ILS 110.5 I–RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.

ROCK SPRINGS–SWEETWATER CO (RKS) 7 E UTC−7(−6DT) N41°35.65′ W109°03.91′ — SALT LAKE CITY

6764 B **FUEL** 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS — H–3E, L–11E

RWY 09–27: H10000X150 (ASPH–GRVD) S–55, D–110, 2S–140 HIRL — IAP

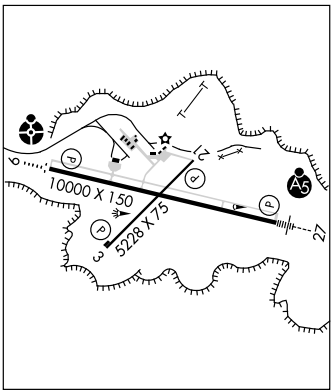
RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50′. 0.4% up.

RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. 0.3% down.

RWY 03–21: H5228X75 (ASPH–PFC) S–12, D–25 MIRL 0.3% up NE

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30′.



AIRPORT REMARKS: Attended 1200–0430Z‡. PPR for air carrier ops with more than 30 passenger seats 0400–1300Z‡, call arpt manager 307–352–6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 09–27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lgts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.

WEATHER DATA SOURCES: ASOS 118.375 (307) 362–2541. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41′ W109°00.92′ 263° 2.3 NM to fld. 6785/13E. VOR unusable 186°–195° byd 25 NM blo 14,000′. DME unusable 122°–127° byd 25 NM blo 12,000′.

ILS/DME 109.3 I–RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000′ msl.

SARATOGA N41°26.70′ W106°49.93′. NOTAM FILE CPR. — CHEYENNE

NDB (MHW) 266 SAA at Shively Fld. — L–9E, 11E

LOC I-RIW	APP CRS	Rwy ldg	8203
110.5	283°	TDZE	5456
		Apt Elev	5528

ILS or LOC RWY 28

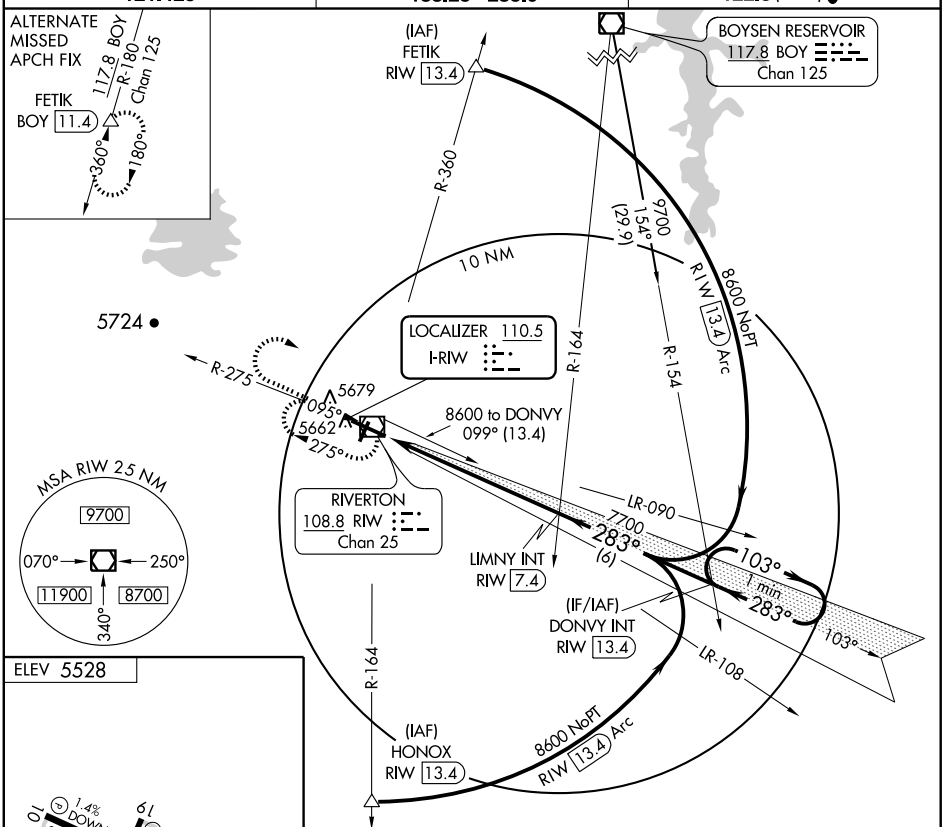
RIVERTON RGNL (RIW)

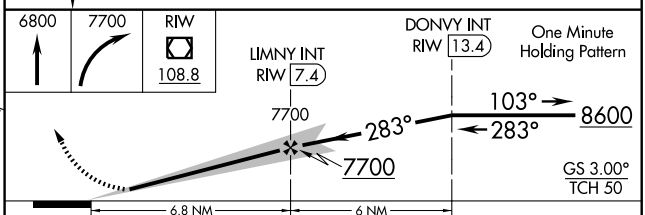
When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet, all MDA 60 feet, and S-LOC Cat D visibility ¼ mile. For inoperative MALSR when, using Lander altimeter setting, increase S-ILS all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L





REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-ILS 28	5656-½ 200 (200-½)			
S-LOC 28	5880-½ 424 (400-½)		5880-¾ 424 (400-¾)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

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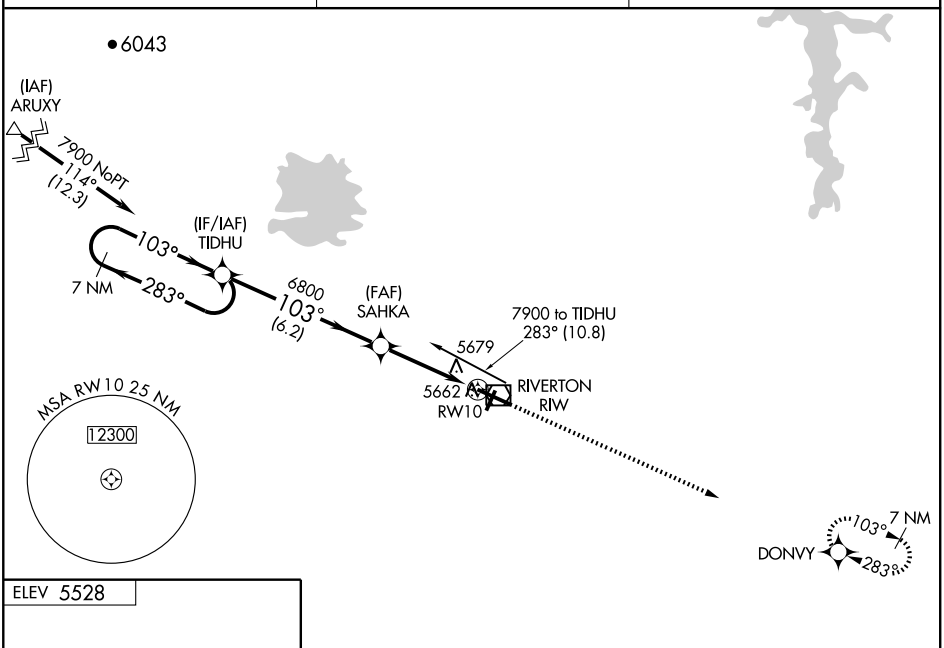
WAAS CH 42899 W10A	APP CRS 103°	Rwy ldg 8203 TDZE 5528 Apt Elev 5528

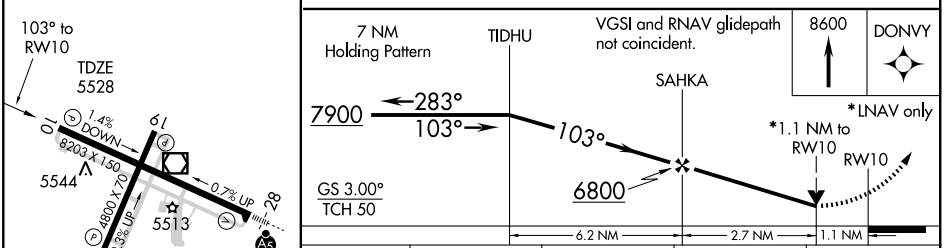
RNAV (GPS) RWY 10
RIVERTON RGNL (RIW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase LPV and LNAV-VNAV all Cats and LNAV Cat D visibility ¼ mile.
Baro-VNAV and VDP NA when using Lander altimeter setting.

MISSED APPROACH: Climb to 8600 direct DONVY and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5919-1¼ 391 (400-1¼)			
LNAV/VNAV DA	5976-1½ 448 (500-1½)			
LNAV MDA	5940-1 412 (500-1)		5940-1¼ 412 (500-1¼)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH **61115** **W28A**	APP CRS **283°**	Rwy ldg **8203** TDZE **5456** Apt Elev **5528**

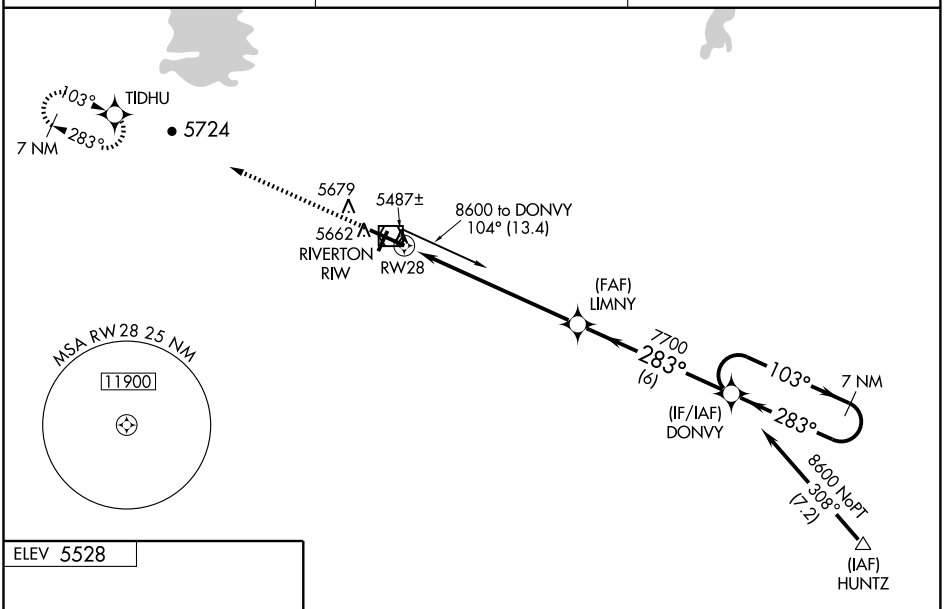
RNAV (GPS) RWY 28
RIVERTON RGNL (RIW)

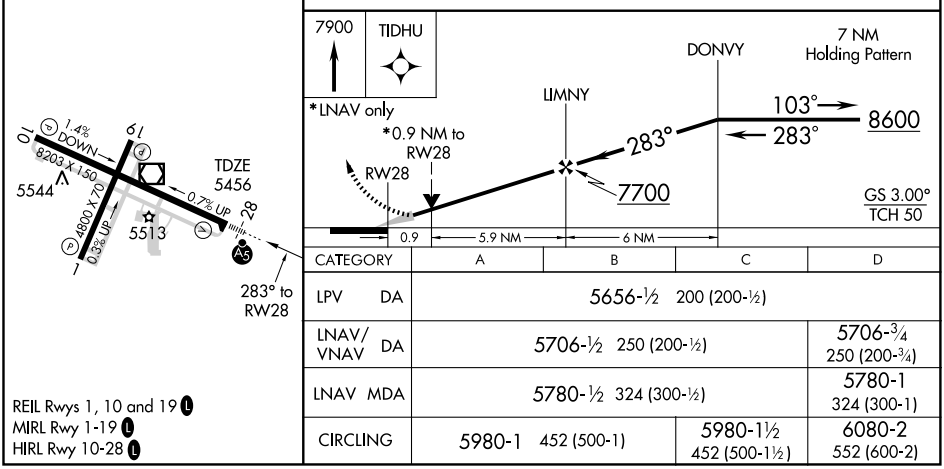
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lander altimeter setting.
For inoperative MALSR, increase LNAV-VNAV Cat D visibility ¼ mile.
When local altimeter setting not received, use Lander altimeter setting and increase all DA 53 feet and all MDA 60 feet.
For inoperative MALSR when using Lander altimeter setting, increase LPV all Cats ½ mile, and LNAV/VNAV and LNAV Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 7900 direct TIDHU and hold.

ASOS	SALT LAKE CENTER	UNICOM
121.425	**133.25 285.6**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5656-½ 200 (200-½)			
LNAV/VNAV DA	5706-½ 250 (200-½)			5706-¾ 250 (200-¾)
LNAV MDA	5780-½ 324 (300-½)			5780-1 324 (300-1)
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

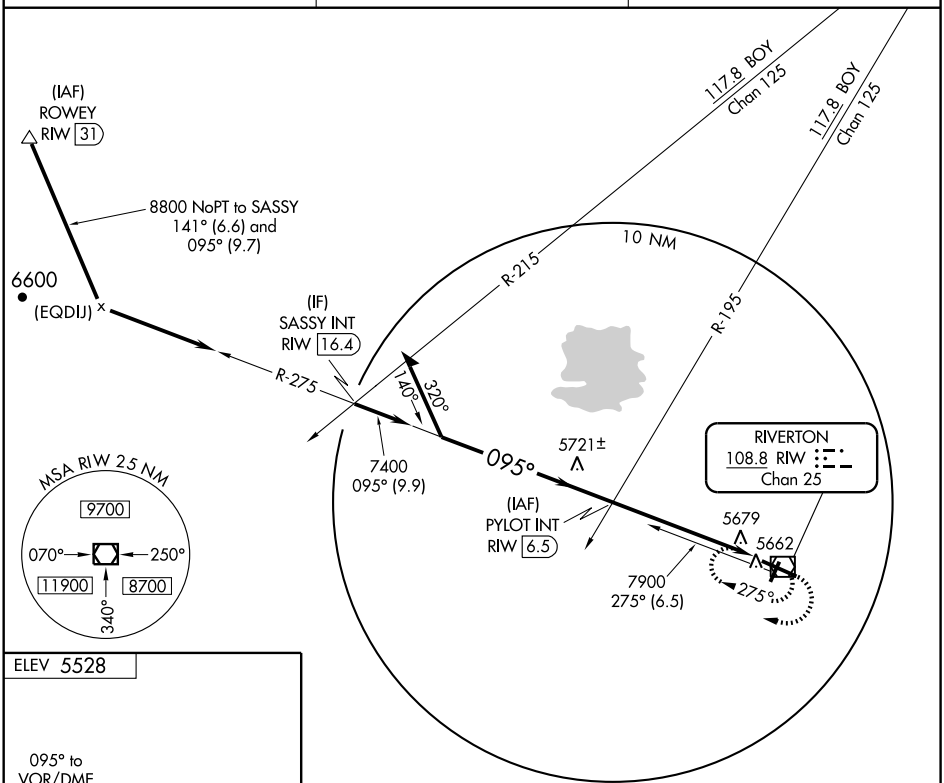
VOR/DME RIW	APP CRS	Rwy ldg	8203
108.8	095°	TDZE	5528
Chan 25		Apt Elev	5528

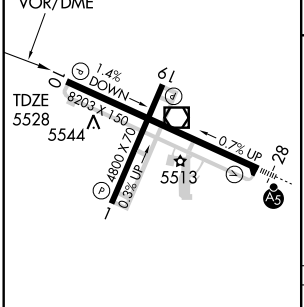
VOR RWY 10
RIVERTON RGNL (RIW)

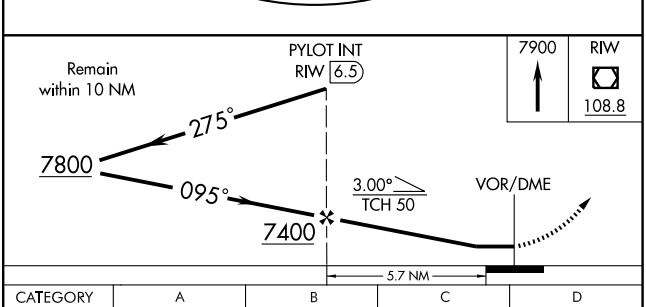
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and increase S-10 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	5940-1 412 (500-1)		5940-1¼ 412 (500-1¼)	
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RIW 108.8 Chan 25	APP CRS 287°	Rwy ldg 8203 TDZE 5456 Apt Elev 5528

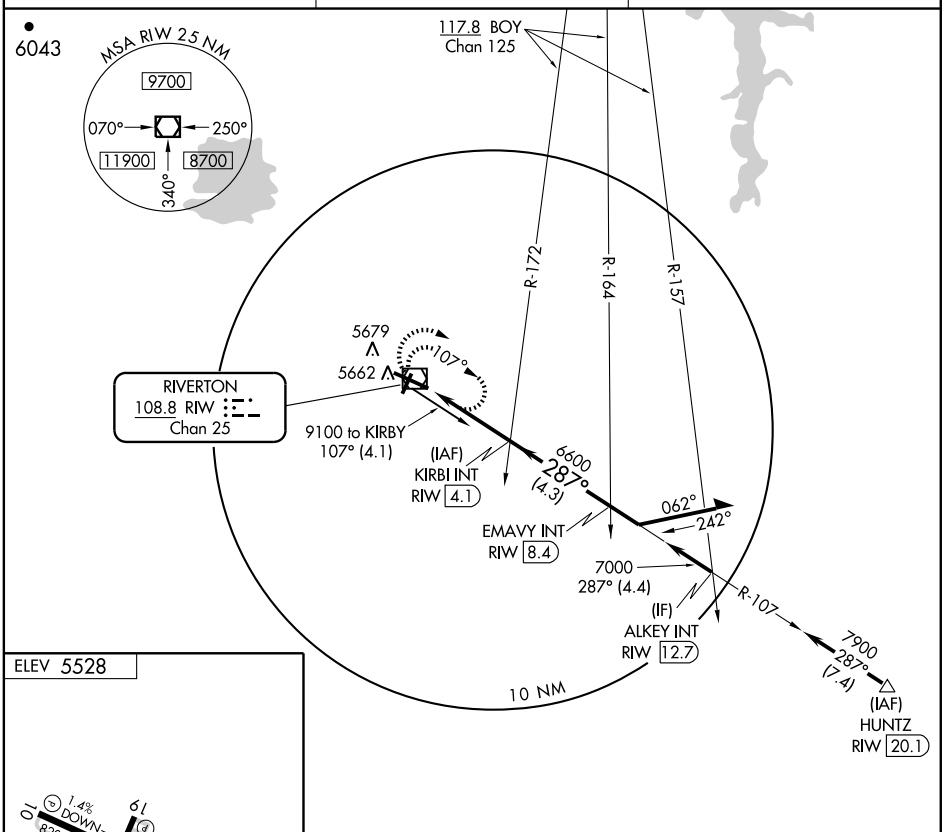
VOR RWY 28
RIVERTON RGNL (RIW)

When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and S-28 Cats C and D visibility ¼ mile. VDP NA when using Lander altimeter setting.

MALSR

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-28	5940-½ 484 (500-½)		5940-¾ 484 (500-¾)	5940-1 484 (500-1)
CIRCLING	5980-1 452 (500-1)		5980-1½ 452 (500-1½)	6080-2 552 (600-2)

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

RIVERTON RGNL (RIW) 3 NW UTC−7(−6DT) N43°03.85′ W108°27.59′ — CHEYENNE

5528 B S4 **FUEL** 100LL, JET A OX 4 Class II, ARFF Index A NOTAM FILE RIW — H–3E, L–11E

RWY 10–28: H8203X150 (ASPH–PFC) S–85, D–110, 2S–140, 2D–165 HIRL — IAP

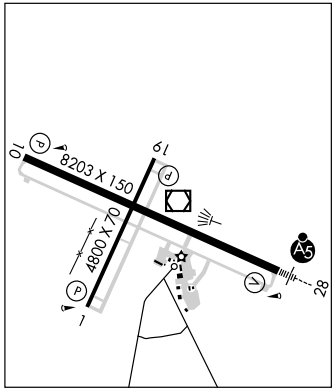
RWY 10: REIL. PAPI(P4L)—GA 2.83° TCH 45′. P–lines. 1.4% down.

RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 50′. 0.7% up.

RWY 01–19: H4800X70 (ASPH–GRVD) S–30, D–50 MIRL 0.3% up NE

RWY 01: REIL. PAPI(P2L)—GA 2.75° TCH 40′. P–line.

RWY 19: REIL. PAPI(P2L)—GA 2.75° TCH 39′.



AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For svc after hrs call 307–856–3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000′ ASPH–GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307–856–7063/7980. General aviation acft not authorized on west ramp. ACTIVATE HIRL Rwy 10–28; MIRL and REIL Rwy 01–19; REIL Rwy 10 and MALSR Rwy 28—CTAF. VASI Rwy 28 and PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 121.425 (307) 856–4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE RIW.

(L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ at fld. 5450/16E.

KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.

ILS 110.5 I–RIW Rwy 28. Class IE. LOM KLINT NDB. ILS and LOM unmonitored.

ROCK SPRINGS–SWEETWATER CO (RKS) 7 E UTC−7(−6DT) N41°35.65′ W109°03.91′ — SALT LAKE CITY

6764 B **FUEL** 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A NOTAM FILE RKS — H–3E, L–11E

RWY 09–27: H10000X150 (ASPH–GRVD) S–55, D–110, 2S–140 HIRL — IAP

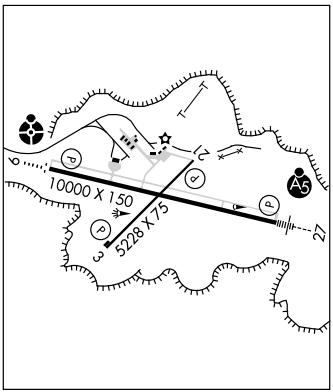
RWY 09: ODALS. PAPI(P4L)—GA 3.0° TCH 50′. 0.4% up.

RWY 27: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. 0.3% down.

RWY 03–21: H5228X75 (ASPH–PFC) S–12, D–25 MIRL 0.3% up NE

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30′.



AIRPORT REMARKS: Attended 1200–0430Z‡. PPR for air carrier ops with more than 30 passenger seats 0400–1300Z‡, call arpt manager 307–352–6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 09–27, ODALS Rwy 09, MALSR Rwy 27, REIL Rwy 03 and Rwy 21, and twy lgts—CTAF. PAPI Rwy 03, Rwy 21, Rwy 09 and Rwy 27 opr continuously.

WEATHER DATA SOURCES: ASOS 118.375 (307) 362–2541. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41′ W109°00.92′ 263° 2.3 NM to fld. 6785/13E. VOR unusable 186°–195° byd 25 NM blo 14,000′. DME unusable 122°–127° byd 25 NM blo 12,000′.

ILS/DME 109.3 I–RKS Chan 30 Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable for coupled approaches blo 7,000′ msl.

SARATOGA N41°26.70′ W106°49.93′. NOTAM FILE CPR. — CHEYENNE

NDB (MHW) 266 SAA at Shively Fld. — L–9E, 11E

LOC/DME I-RKS	APP CRS	Rwy ldg 10000
109.3	270°	TDZE 6764
Chan 30		Apt Elev 6764

ILS or LOC/DME RWY 27

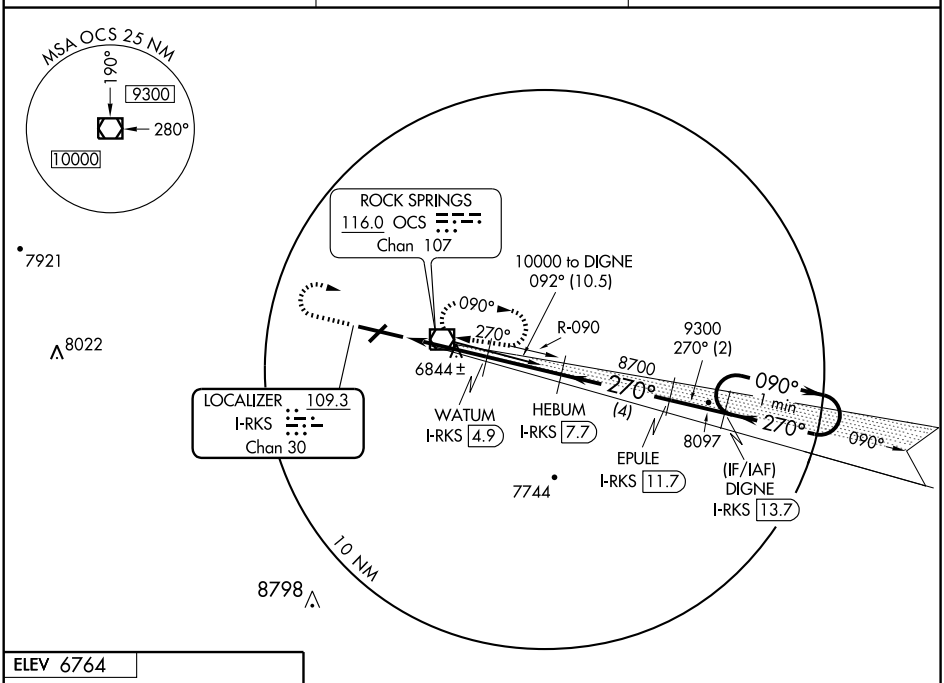
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

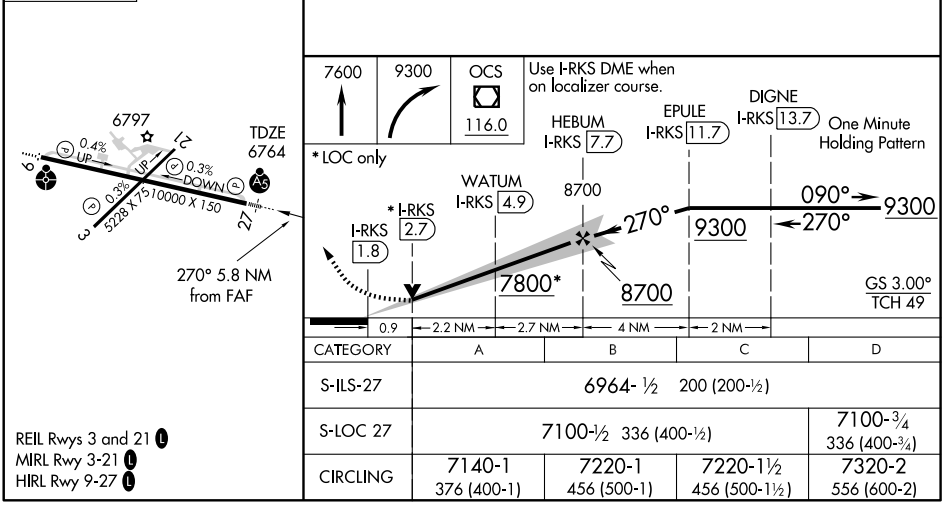
For inoperative MALSR, increase S-LOC 27 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 7000. Glideslope unusable beyond 5 degress left of course.

MALSR

MISSED APPROACH: Climb to 7600, then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS-27	6964- ½ 200 (200-½)			
S-LOC 27	7100-½ 336 (400-½)			7100-¾ 336 (400-¾)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 66016 W09A	APP CRS 090°	Rwy ldg 10000 TDZE 6741 Apt Elev 6764

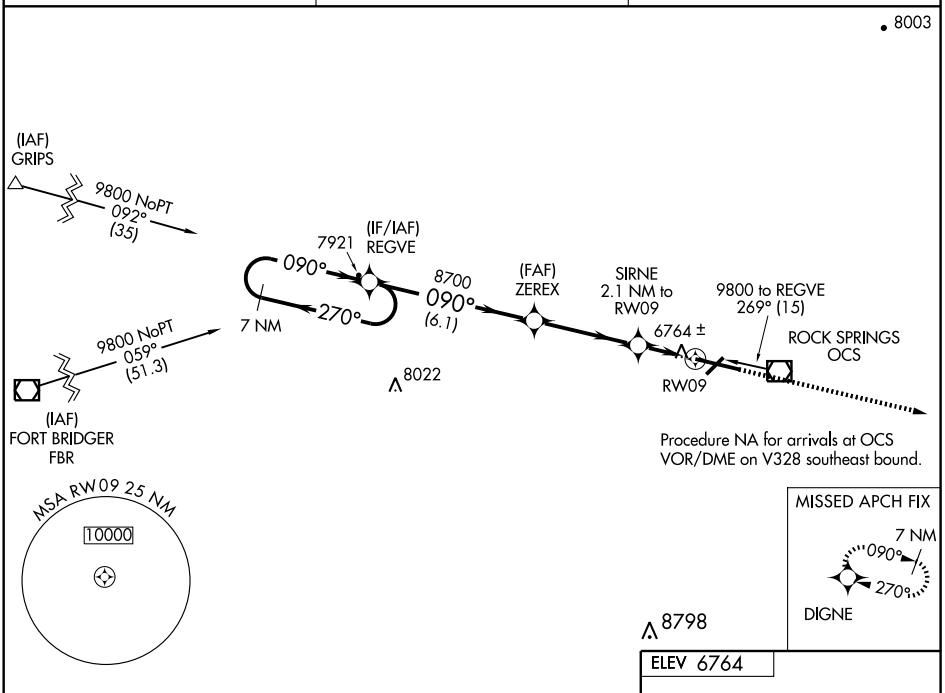
RNAV (GPS) RWY 9
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

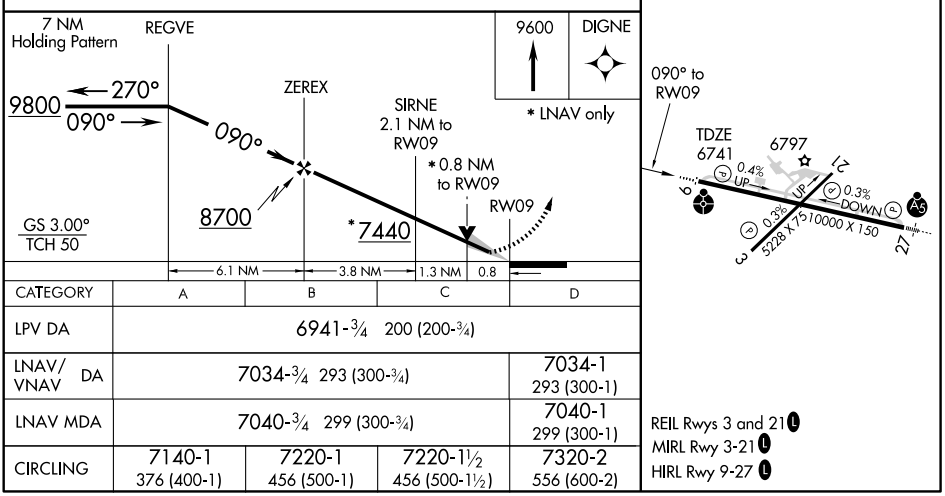
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°C) or above 35°C (95°F). DME/DME RNP- 0.3 NA.

ODALS

MISSED APPROACH: Climb to 9600 direct DIGNE and hold.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6941-¾ 200 (200-¾)			
LNAV/VNAV DA	7034-¾ 293 (300-¾)			7034-1 293 (300-1)
LNAV MDA	7040-¾ 299 (300-¾)			7040-1 299 (300-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH **49216** **W27A**	APP CRS **270°**	Rwy ldg **10000** TDZE **6764** Apt Elev **6764**

RNAV (GPS) RWY 27

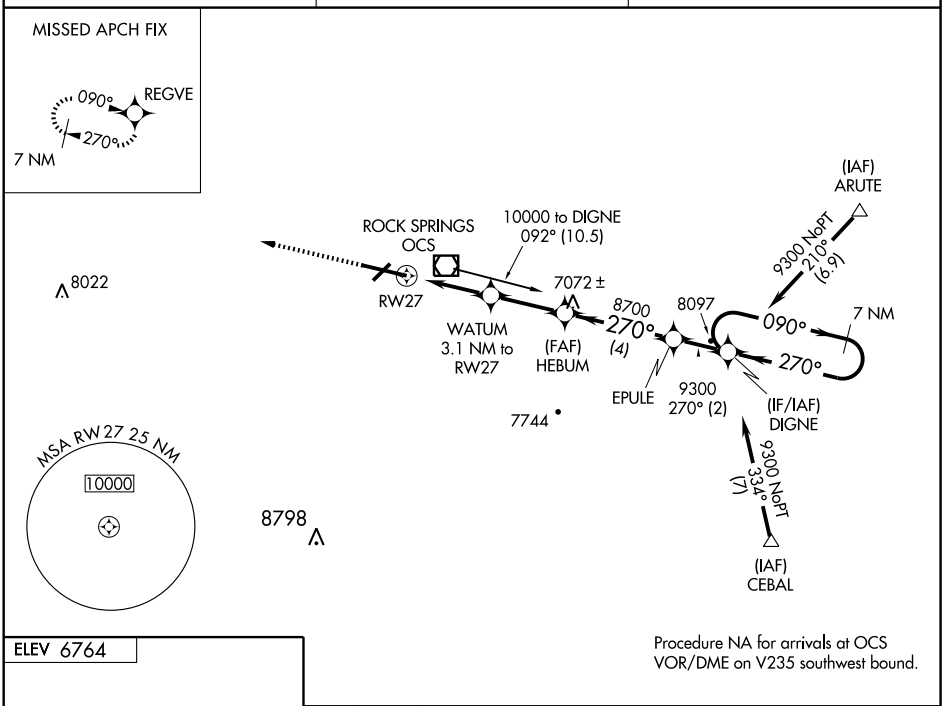
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 35° C (95°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

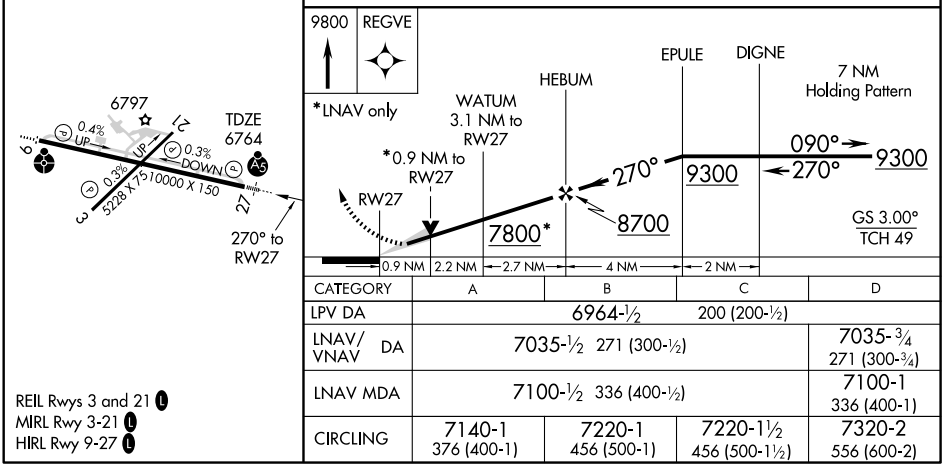
MALSR

MISSED APPROACH: Climb to 9800 direct REGVE and hold.

ASOS	CASPER RADIO	UNICOM
118.375	**122.6**	**122.8** (CTAF) L



Procedure NA for arrivals at OCS VOR/DME on V235 southwest bound.



CATEGORY	A	B	C	D
LPV DA	6964-½ 200 (200-½)			
LNAV/VNAV DA	7035-½ 271 (300-½)			7035-¾ 271 (300-¾)
LNAV MDA	7100-½ 336 (400-½)			7100-1 336 (400-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME OCS	APP CRS	Rwy ldg	10000
116.0	085°	TDZE	6741
Chan 107		Apt Elev	6764

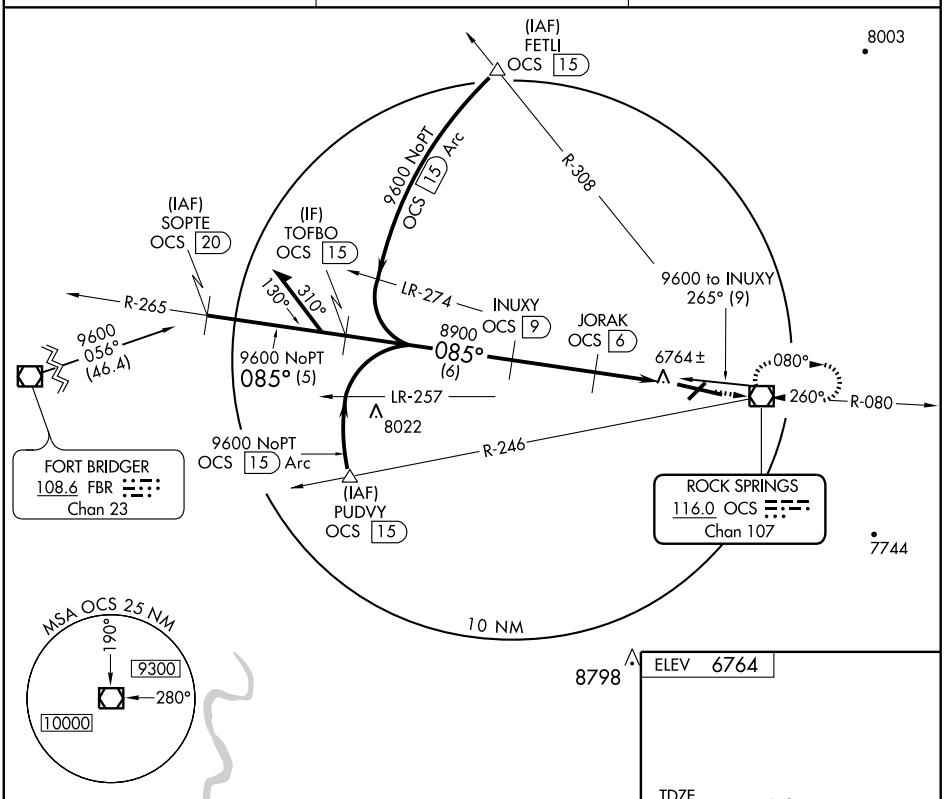
VOR/DME RWY 9

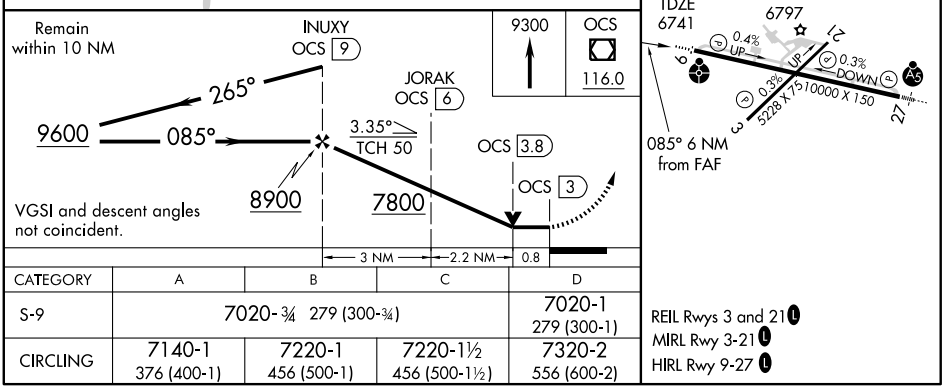
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

ODALS

MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	7020-¾ 279 (300-¾)			7020-1 279 (300-1)
CIRCLING	7140-1 376 (400-1)	7220-1 456 (500-1)	7220-1½ 456 (500-1½)	7320-2 556 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME OCS 116.0 Chan 107	APP CRS 255°	Rwy ldg 10000 TDZE 6760 Apt Elev 6760

VOR/DME RWY 27

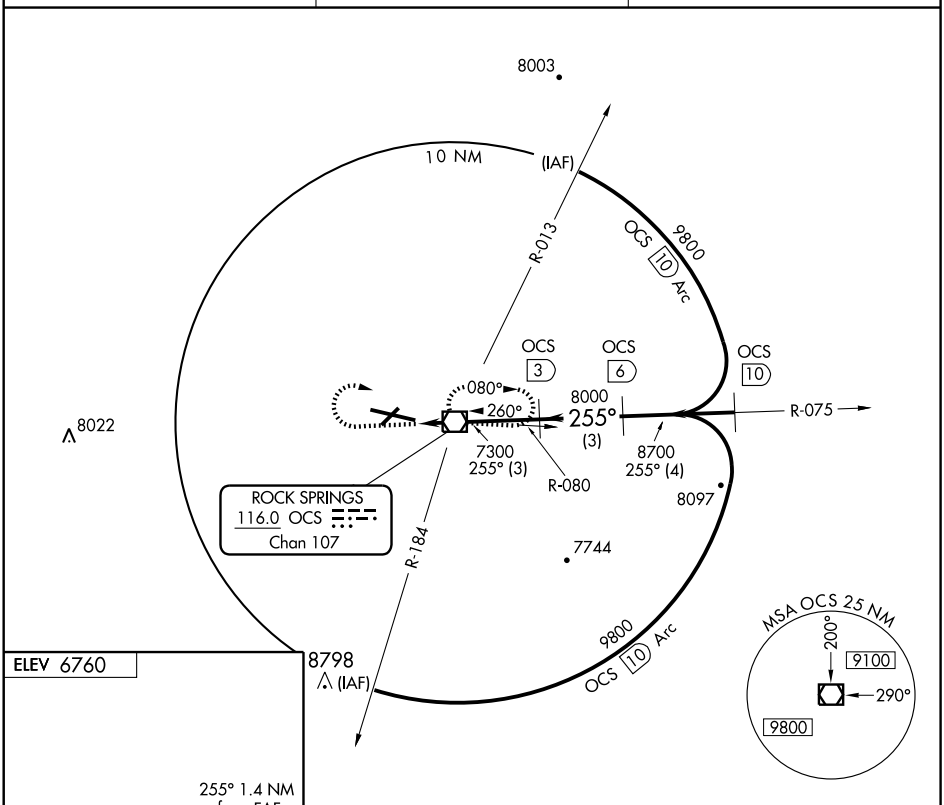
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

Inoperative table does not apply to Cat. D.

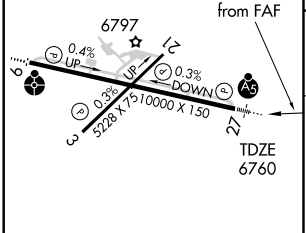
MALSR

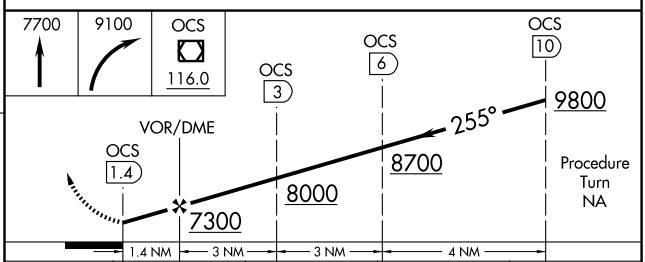
MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

ASOS	CASPER RADIO	UNICOM
118.375	122.6	122.8 (CTAF) L



ELEV 6760





CATEGORY	A	B	C	D
S-27	7040-½ 280 (300-½)			7040-1 280 (300-2)
CIRCLING	7120-1 360 (400-1)	7220-1 460 (500-1)	7220-1½ 460 (500-1½)	7320-2 560 (600-2)

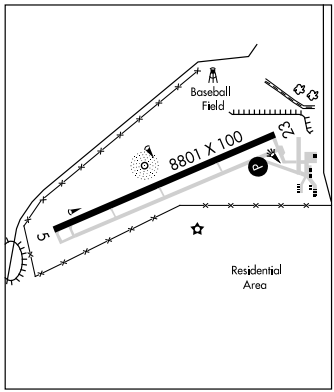
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

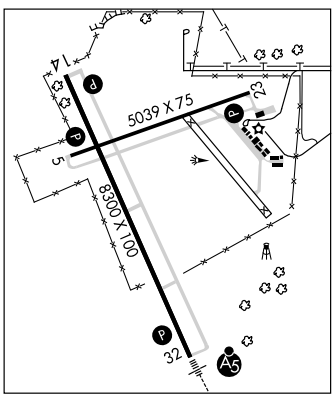
NW-1, 23 SEP 2010 to 21 OCT 2010

SARATOGA

SHIVELY FLD (SAA) 1 SW UTC−7(−6DT) N41°26.61′ W106°49.65′ **CHEYENNE**
7015 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CPR **H–3E, L–9E, 11E**
RWY 05–23: H8801X100 (ASPH–PFC) S–50 MIRL **IAP**
RWY 05: 1.8% down.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 47′. 1.8% up.
AIRPORT REMARKS: Attended Jun–Sep 1500–0000Z‡, Oct –May Mon–Sat 1500–0000Z‡. After hrs svc avbl call 307–326–8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05–23; REIL Rwy 23 and PAPI Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (307) 326–5387.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ 129° 27.5 NM to fld. 6750/13E.
SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′ at fld.



SHERIDAN CO (SHR) 2 SW UTC−7(−6DT) N44°46.15′ W106°58.82′ **BILLINGS**
4021 B S4 **FUEL** 100, JET A, A1 + OX 1, 2, 3 TPA–See Remarks Class I, ARFF Index A **H–1E, 2G, L–13D**
NOTAM FILE SHR **IAP**
RWY 14–32: H8300X100 (ASPH–PFC) S–60, D–75, 2S–95 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. 0.5% down.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.
RWY 05–23: H5039X75 (ASPH–GRVD) S–36, D–50 MIRL 1.7% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530–1300Z‡. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station 307–673–1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA—4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 135.175 (307) 672–5349. SAWRS (1100–0600Z‡).
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.5 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 127.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.
(L) VORTACW115.3 SHR Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E.
VORTAC unusable 160°–200° beyond 30 NM below 14,700′ 200°–270° beyond 30 NM below 12,400′
ILS/DME 108.7 I–SHR Chan 24 Rwy 32.



SHIVELY FLD (See SARATOGA)

NDB SAA	APP CRS		
266	150°	Rwy ldg	N/A
		TDZE	N/A
		Apt Elev	7012

NDB-A

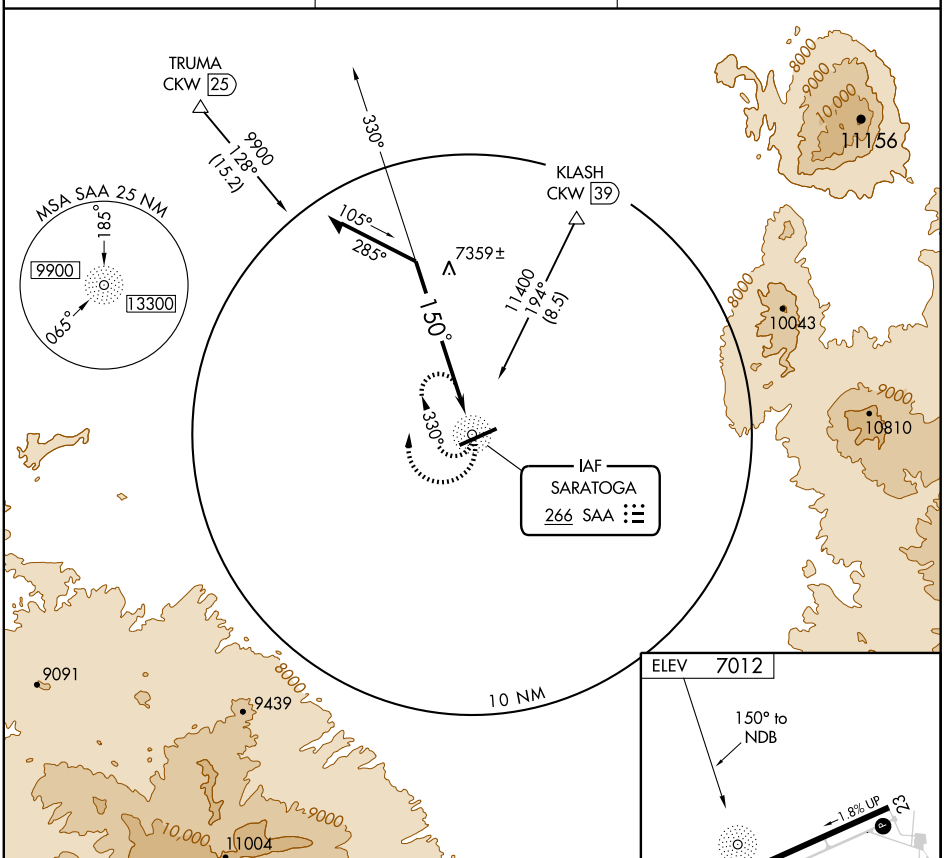
SARATOGA/ SHIVELY FIELD (SAA)

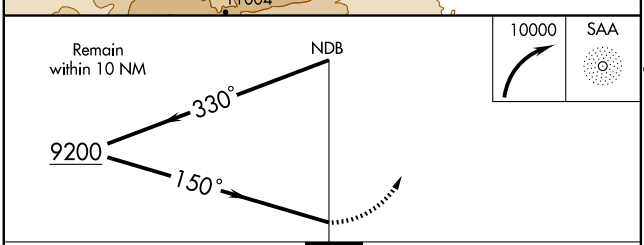
NA

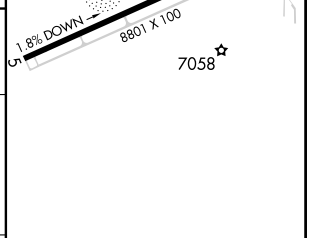
If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climbing right turn to 10,000 in SAA NDB holding pattern.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.1 254.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7720-1¼ 708 (800-1¼)		7720-2 708 (800-2)	7720-2¼ 708 (800-2¼)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	N/A
151°	TDZE	N/A
	Apt Elev	7012

RNAV (GPS)-B

SARATOGA/ SHIVELY FIELD (SAA)

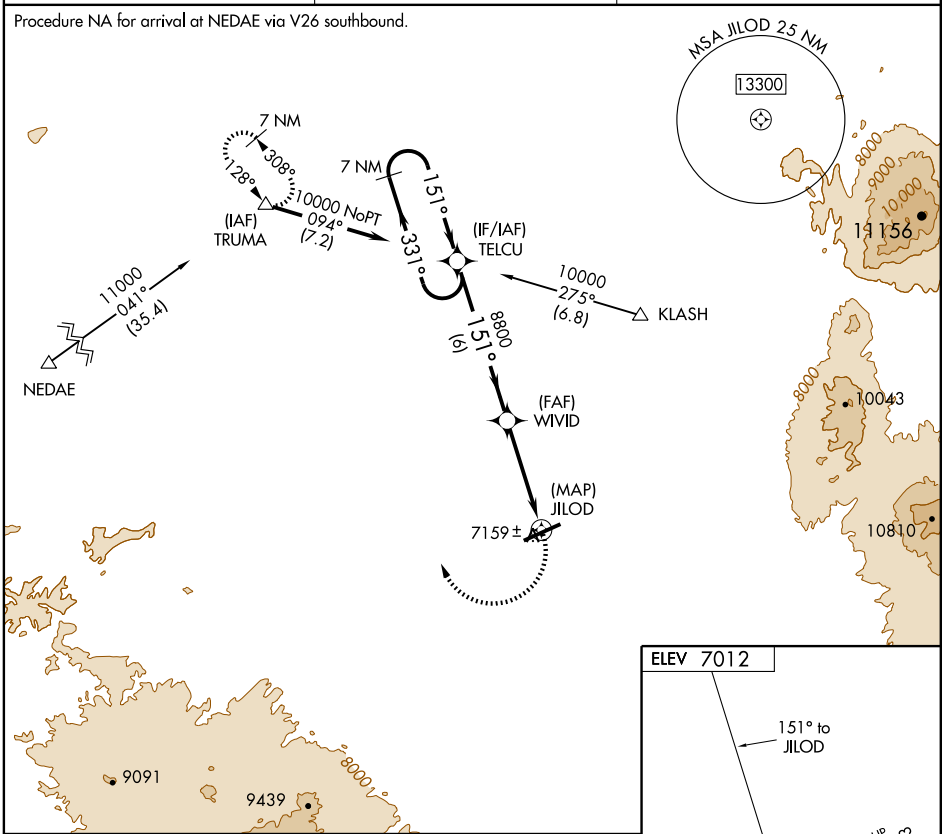
DME/DME RNP -0.3 NA. If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

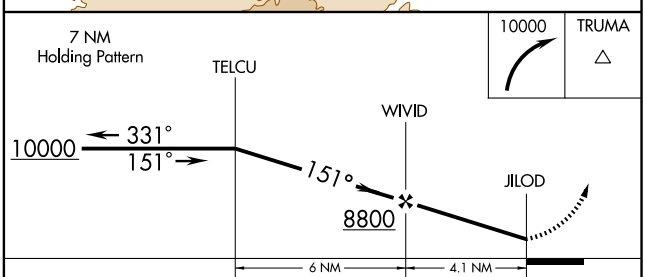
NA

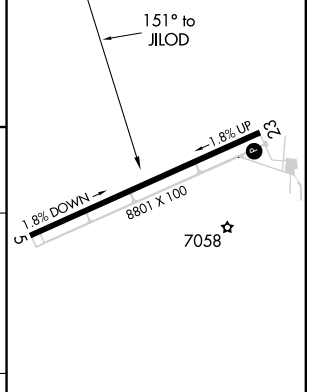
MISSED APPROACH: Climbing right turn to 10,000 direct TRUMA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.1 254.35	122.8 (CTAF) L

Procedure NA for arrival at NEDAE via V26 southbound.







CATEGORY	A	B	C	D
CIRCLING	7600-1 588 (600-1)		7620-1¾ 608 (700-1¾)	7620-2 608 (700-2)

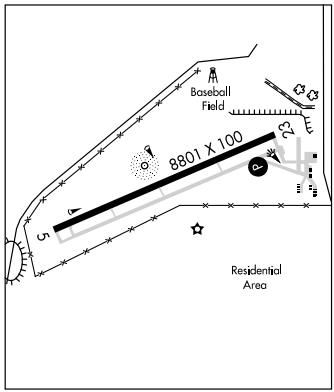
REIL Rwy 23 L
MIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

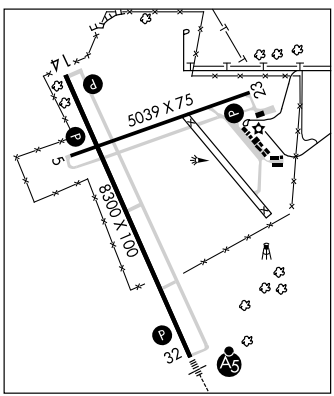
NW-1, 23 SEP 2010 to 21 OCT 2010

SARATOGA

SHIVELY FLD (SAA) 1 SW UTC−7(−6DT) N41°26.61′ W106°49.65′ **CHEYENNE**
7015 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CPR **H–3E, L–9E, 11E**
RWY 05–23: H8801X100 (ASPH–PFC) S–50 MIRL **IAP**
RWY 05: 1.8% down.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 47′. 1.8% up.
AIRPORT REMARKS: Attended Jun–Sep 1500–0000Z‡, Oct –May Mon–Sat 1500–0000Z‡. After hrs svc avbl call 307–326–8693 fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05–23; REIL Rwy 23 and PAPI Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (307) 326–5387.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.
RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29′ W107°12.26′ 129° 27.5 NM to fld. 6750/13E.
SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′ at fld.



SHERIDAN CO (SHR) 2 SW UTC−7(−6DT) N44°46.15′ W106°58.82′ **BILLINGS**
4021 B S4 **FUEL** 100, JET A, A1 + OX 1, 2, 3 TPA–See Remarks Class I, ARFF Index A **H–1E, 2G, L–13D**
NOTAM FILE SHR **IAP**
RWY 14–32: H8300X100 (ASPH–PFC) S–60, D–75, 2S–95 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. 0.5% down.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.
RWY 05–23: H5039X75 (ASPH–GRVD) S–36, D–50 MIRL 1.7% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530–1300Z‡. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station 307–673–1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA—4821(800); for Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14, PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 135.175 (307) 672–5349. SAWRS (1100–0600Z‡).
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.5 (CASPER RADIO)
SALT LAKE CENTER APP/DEP CON 127.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.
(L) VORTACW115.3 SHR Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E.
VORTAC unusable 160°–200° beyond 30 NM below 14,700′ 200°–270° beyond 30 NM below 12,400′
ILS/DME 108.7 I–SHR Chan 24 Rwy 32.



SHIVELY FLD (See SARATOGA)

LOC/DME I-SHR 108.7 Chan 24	APP CRS 323°	Rwy ldg 8300 TDZE 3985 Apt Elev 4021

ILS or LOC/DME RWY 32

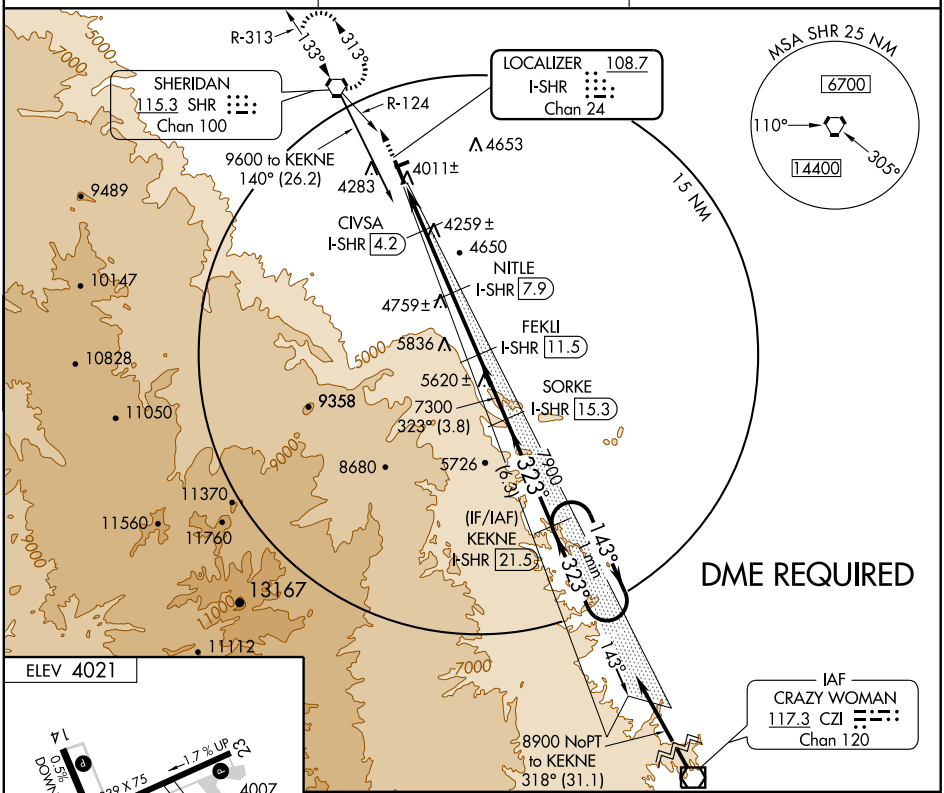
SHERIDAN COUNTY (SHR)

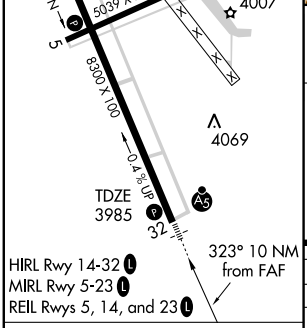
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 7000 via heading 323° and SHR VORTAC R-124 to SHR VORTAC and hold, continue climb-in-hold to 7000.

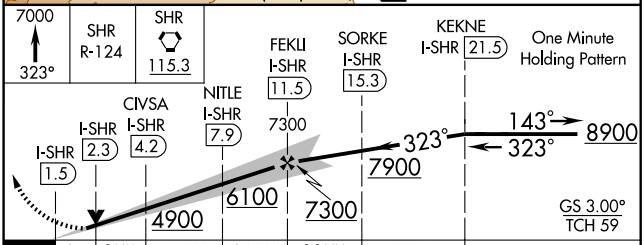
ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF)





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5, 14, and 23

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 32	4185-½ 200 (200-½)			
S-LOC 32	4260-½ 275 (300-½)			4260-¾ 275 (300-¾)
CIRCLING	4580-1 559 (600-1)	4600-1 579 (600-1)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010

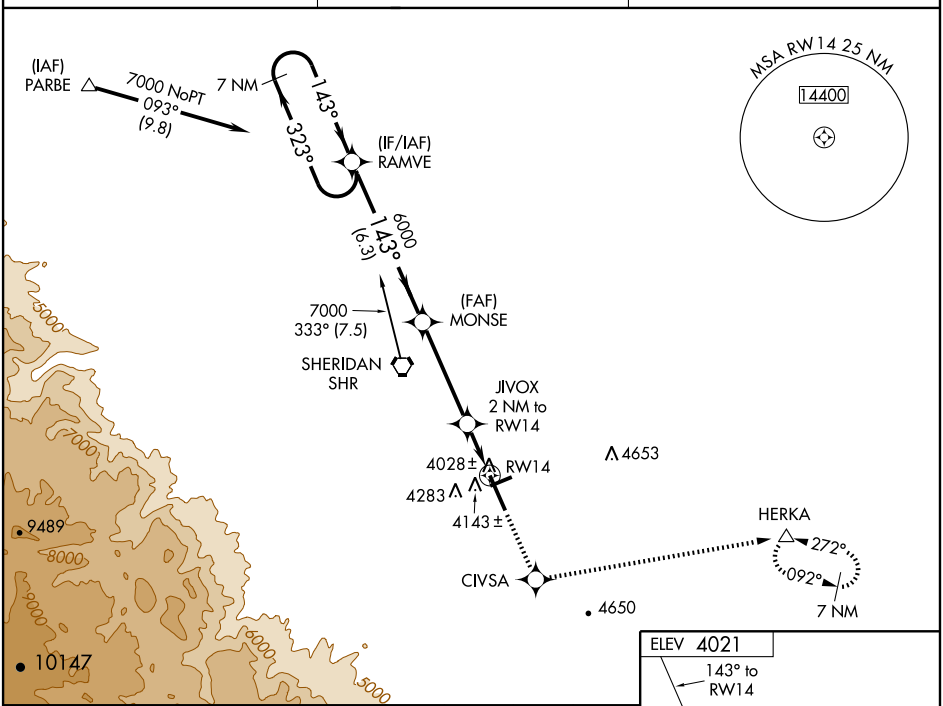
WAAS CH 81899 W14A	APP CRS 143°	Rwy ldg 8300 TDZE 4014 Apt Elev 4021

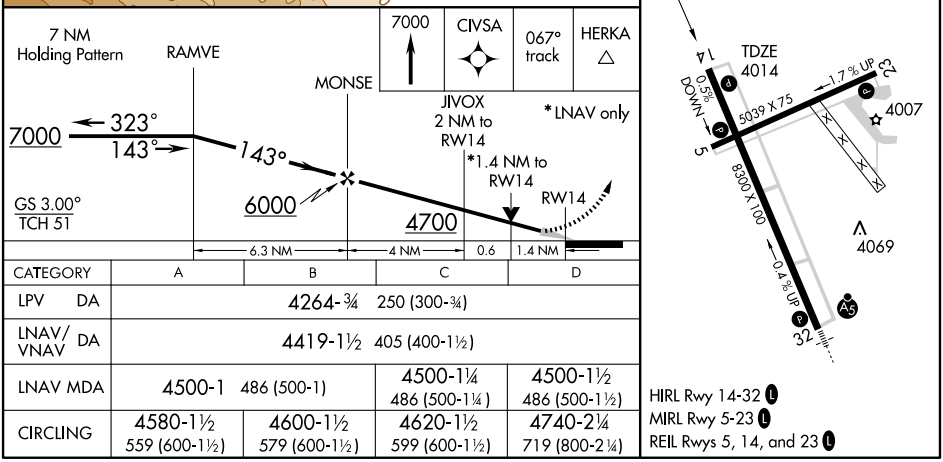
RNAV (GPS) RWY 14
SHERIDAN COUNTY (SHR)

DME/DME RNP -0.3 NA.
Baro-VNAV NA below -23°C (-9°F).
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct CIVSA and via 067° track to HERKA and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4264-¾ 250 (300-¾)			
LNAV/VNAV DA	4419-1½ 405 (400-1½)			
LNAV MDA	4500-1 486 (500-1)		4500-1¼ 486 (500-1¼)	4500-1½ 486 (500-1½)
CIRCLING	4580-1½ 559 (600-1½)	4600-1½ 579 (600-1½)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 65699 W32A	APP CRS 323°	Rwy ldg 8300 TDZE 3985 Apt Elev 4021

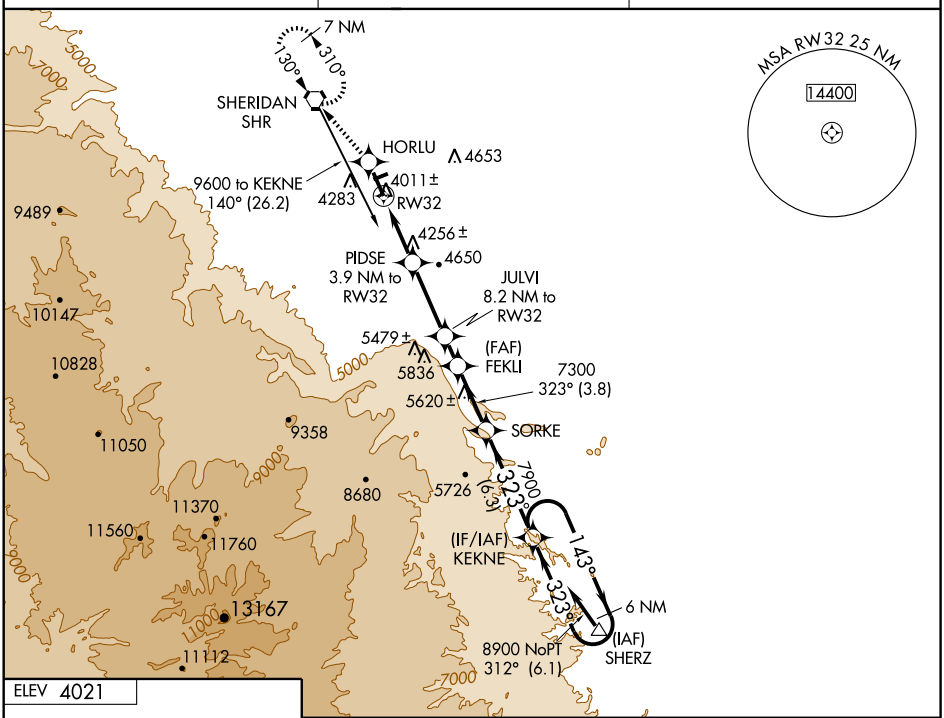
RNAV (GPS) RWY 32
SHERIDAN COUNTY (SHR)

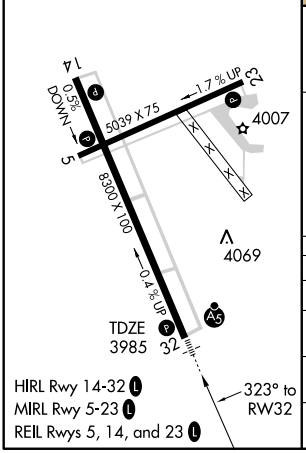
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F). For inoperative MALSR, increase LPV visibility to ¾ all Cats. When VGSI inoperative, circling Rwy 5 and 23 NA at night. If local altimeter setting not received, procedure NA.

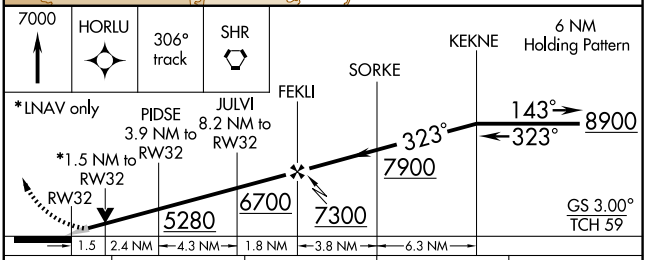
MALSR

MISSED APPROACH: Climb to 7000 direct HORLU and via 306° track to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4235-½ 250 (300-½)			
LNAV/VNAV DA	4426-1 441 (500-1)			
LNAV MDA	4520-½ 535 (500-½)		4520-1 535 (500-1)	4520-1¼ 535 (500-1¼)
CIRCLING	4580-1½ 559 (600-1½)	4600-1½ 579 (600-1½)	4620-1½ 599 (600-1½)	4740-2¼ 719 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010

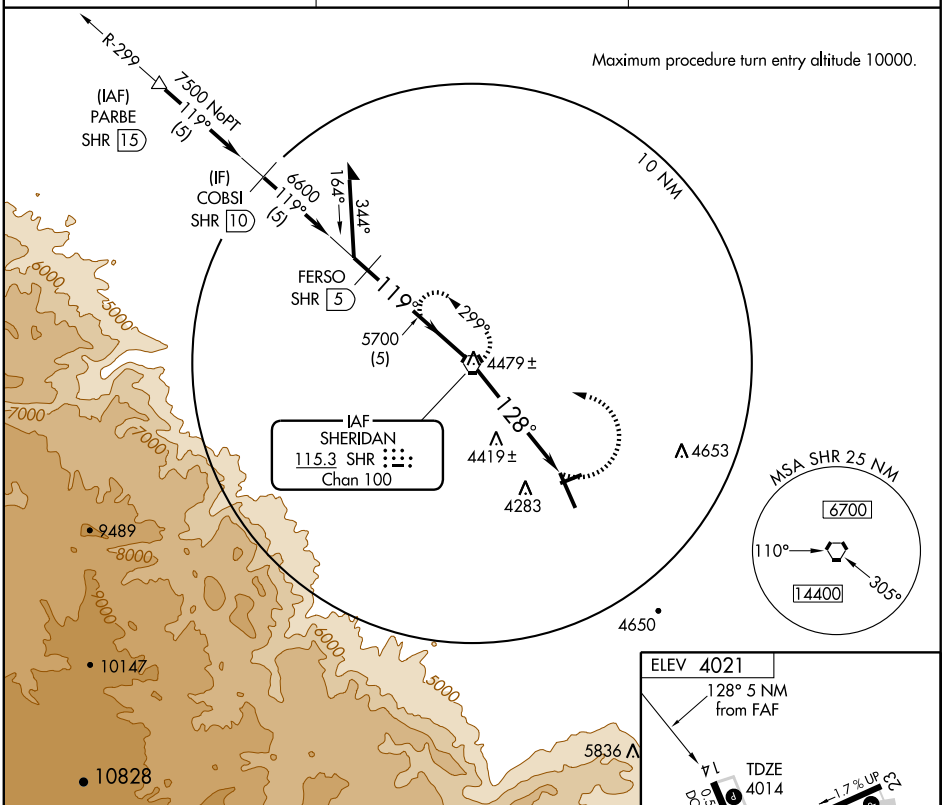
VORTAC SHR	APP CRS	Rwy ldg	8300
115.3	128°	TDZE	4014
Chan 100		Apt Elev	4021

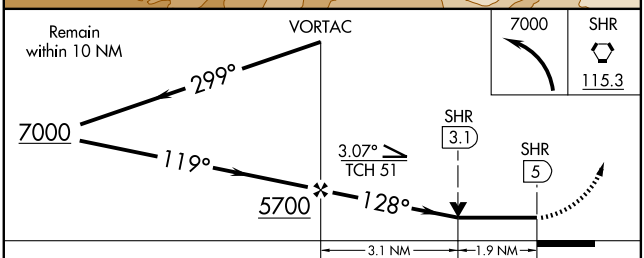
VOR RWY 14
SHERIDAN COUNTY (SHR)

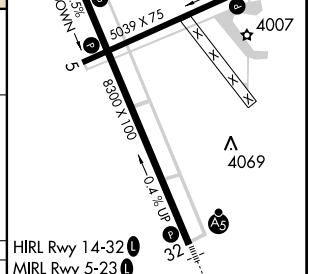
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7000 direct SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-14	4680-1 666 (700-1)		4680-1¾ 666 (700-1¾)	4680-2 666 (700-2)
CIRCLING	4680-1 659 (700-1)		4680-1¾ 659 (700-1¾)	4740-2¼ 719 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

SHOSHONI MUNI (49U) 1 N UTC−7(−6DT) N43°15.08′ W108°07.29′ **CHEYENNE**

4817 NOTAM FILE CPR

RWY 08–26: 4650X90 (DIRT)

RWY 08: P–lines **RWY 26:** Fence

RWY 11–29: 2950X75 (DIRT)

RWY 11: Fence

AIRPORT REMARKS: Unattended. Antelope on arpt. Arpt has uncontrolled vehicle access. Rwy 08–26 no line of sight between rwy ends. Rwy 08–26 and Rwy 11–29 numerous rocks on rwy surface, rwy soft when wet. Rwy 08–26 and Rwy 11–29 thlds not marked.

COMMUNICATIONS: CTAF 122.9

SOUTH BIG HORN CO (See GREYBULL)

THERMOPOLIS

HOT SPRINGS CO–THERMOPOLIS MUNI (THP) 1 N UTC−7(−6DT) **CHEYENNE**
N43°39.50′ W108°12.79′ **L–11E**

4592 B **FUEL** 100LL NOTAM FILE CPR

RWY 01–19: H4800X100 (ASPH–PFC) S–13 LIRL

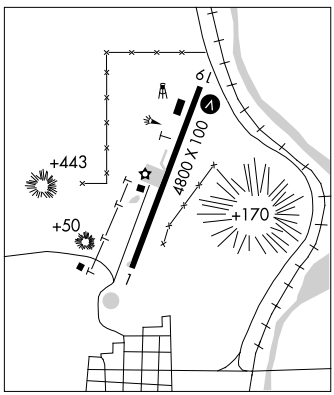
RWY 19: SAVASI(V2L)—GA 3.0° TCH 26′.

AIRPORT REMARKS: Attended Nov–Apr 1500–0000Z‡, May–Oct 1430–0030Z‡. For svc after hrs call 307–864–3385 or 307–921–1528. Closed all major holidays. Self–serve credit card fuel avbl 24 hrs. Due to terrain, ops at ngt not recommended. Hills on each side of rwy, not obstruction lgtd. +204′ hill on rwy centerline extended. Ground drops off 50′ at 15′ from Rwy 01 thld and 15′ at 30′ from Rwy 19 thld. Rwy 01–19 is 118′ higher on S end. Recommend ldg uphill Rwy 19; tkf downhill Rwy 01 depending on wind. +3′ dip/trough 137′ to 145′ from Rwy 01 thld entire width of rwy. Extensive cracking and line of sight issues on entire rwy. ACTIVATE LIRL Rwy 01–19 and SAVASI Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125 N43°27.79′ W108°17.98′ 002° 12.3 NM to fld. 7550/16E.



THOMAS MEM (See GLENDO)

TORRINGTON MUNI (TOR) 2 E UTC−7(−6DT) N42°03.87′ W104°09.16′ **CHEYENNE**

4207 B S4 **FUEL** 100LL, JET A TPA–5207(1000) NOTAM FILE TOR **H–5A, L–12F**

RWY 10–28: H5703X75 (ASPH) S–33, D–45 MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.

RWY 02–20: H3001X60 (ASPH)

RWY 02: Ground. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0000Z‡. Except national holidays. For fuel after hours call 307–532–2941 or 307–532–7353. Deer and waterfowl on and invof arpt. Rwy 20, 7′ drop off 60′ L and R of centerline at thld, Rwy 10, 7′ drop 100′ from thld and 75′ R. Rwy 10 thld dsplcd 220′ for ngt ops only. Reflectors along parallel twys only, others lighted. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF. MIRL will only activate if beacon is operating during dark or overcast periods.

WEATHER DATA SOURCES: ASOS 118.375 (307) 532–8958.

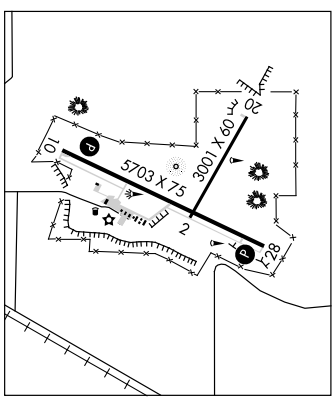
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DENVER APP/DEP CON** 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65′ W103°28.92′ 276° 31.8 NM to fld. 4170/13E.

NDB (MHW) 293 TOR N42°03.95′ W104°09.20′ at fld. NOTAM FILE TOR.



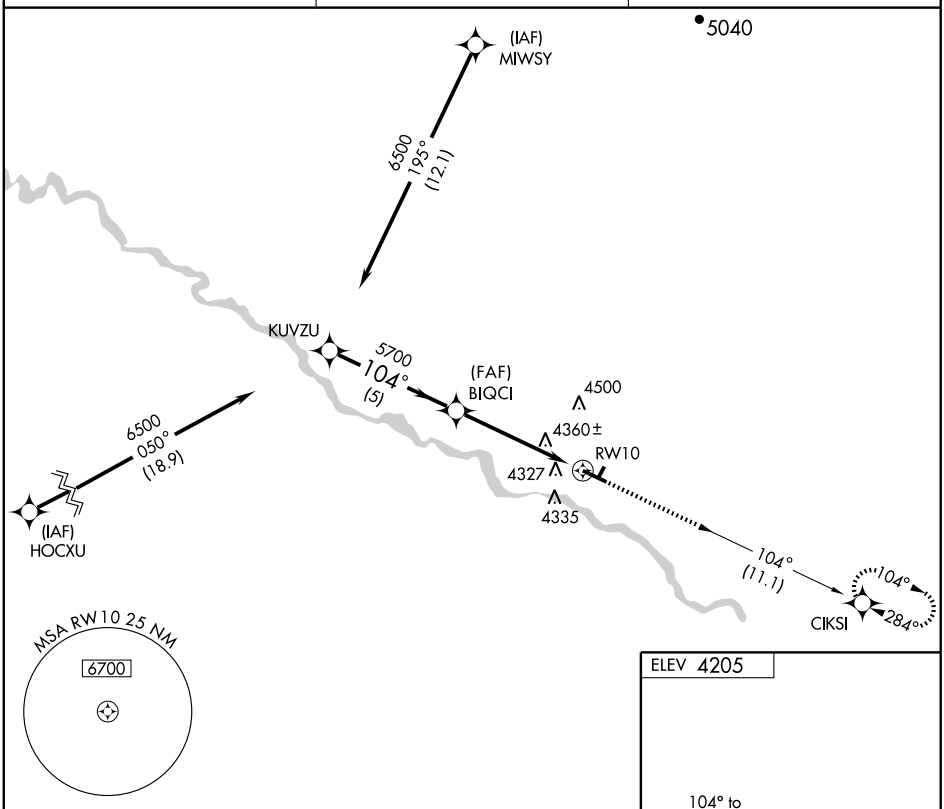
APP CRS	Rwy ldg	5703
104°	TDZE	4205
	Apt Elev	4205

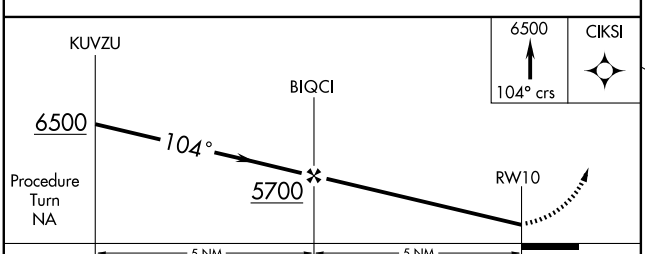
GPS RWY 10
TORRINGTON MUNI (TOR)

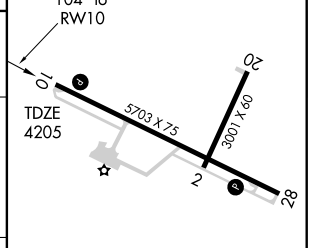
NA

MISSED APPROACH: Climb to 6500 via 104° course to CIKSI WP and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	4660-1 455 (500-1)		4660-1¼ 455 (500-1¼)	4660-1½ 455 (600-1½)
CIRCLING	4680-1 475 (500-1)		4680-1½ 475 (500-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

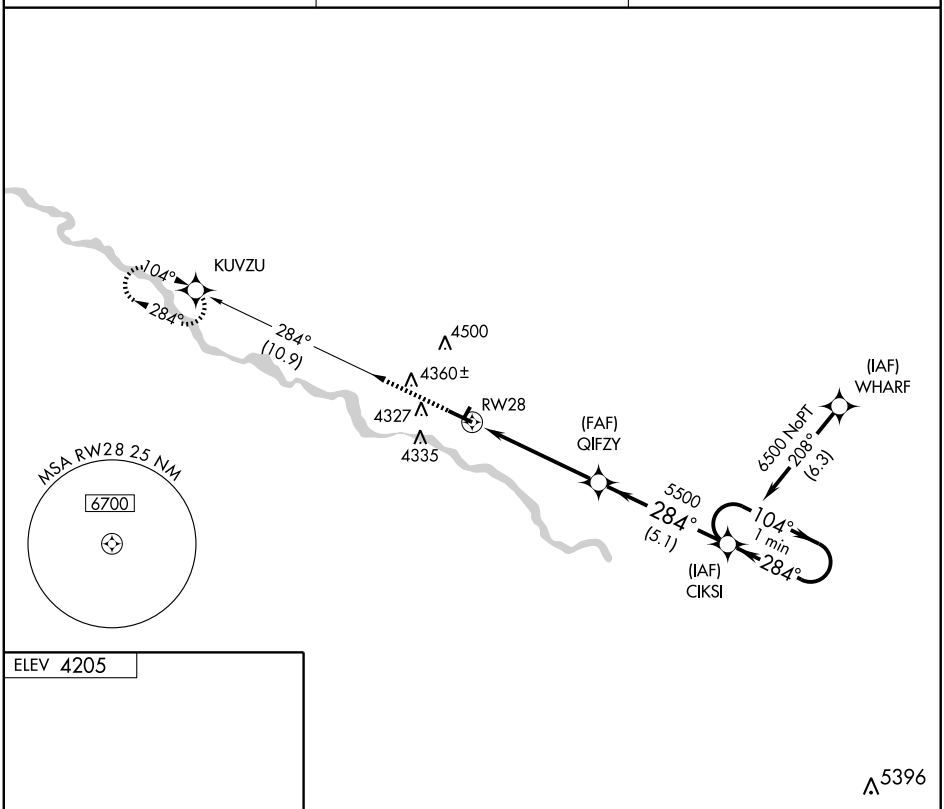
APP CRS	Rwy ldg	5703
284°	TDZE	4200
	Apt Elev	4205

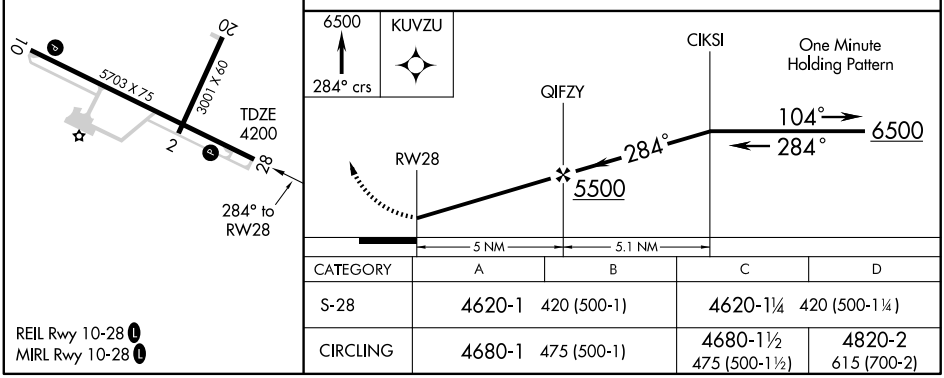
GPS RWY 28
TORRINGTON MUNI (TOR)

NA

MISSED APPROACH: Climb to 6500 via 284° course to KUVZU WP and hold.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	4620-1 420 (500-1)		4620-1¼ 420 (500-1¼)	
CIRCLING	4680-1 475 (500-1)		4680-1½ 475 (500-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

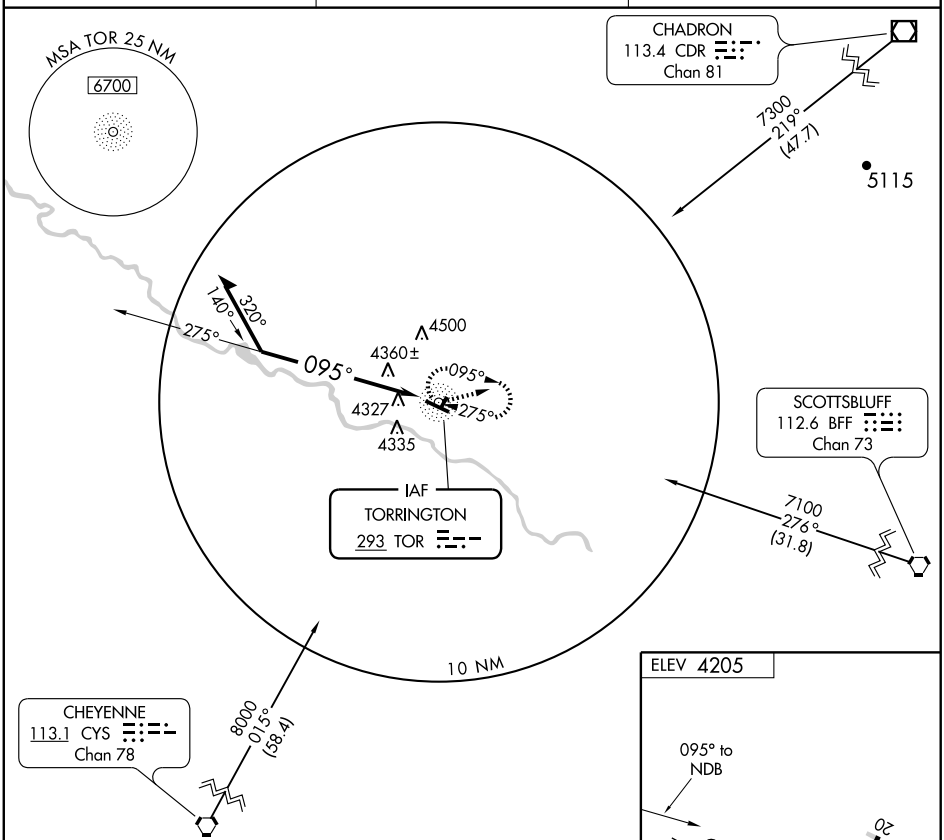
NDB TOR	APP CRS	Rwy ldg	5703
293	095°	TDZE	4205
		Apt Elev	4205

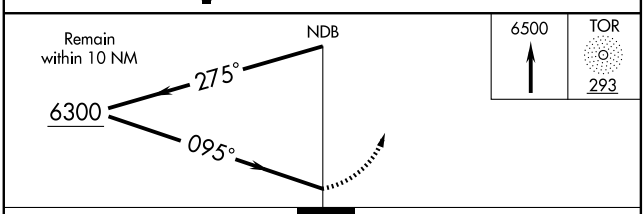
NDB RWY 10
TORRINGTON MUNI (TOR)

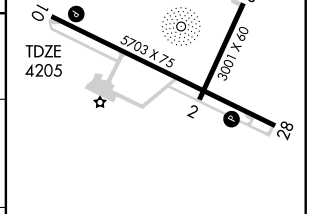
NA

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)
CIRCLING	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

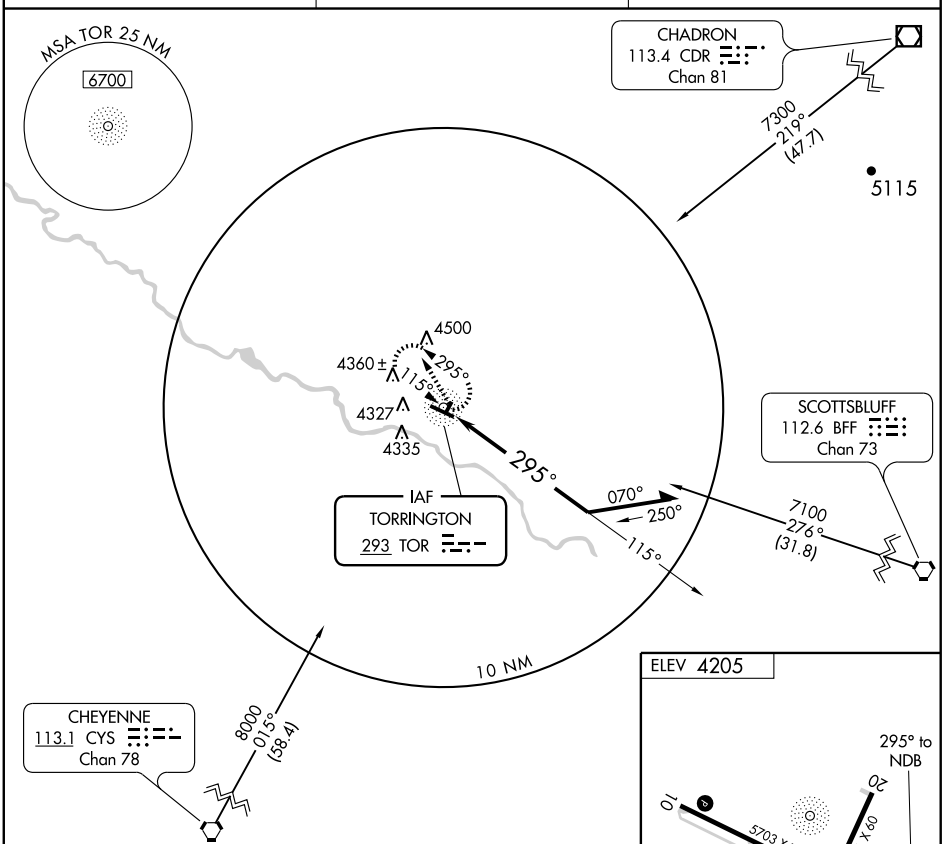
NDB TOR	APP CRS	Rwy ldg	5703
293	295°	TDZE	4200
		Apt Elev	4205

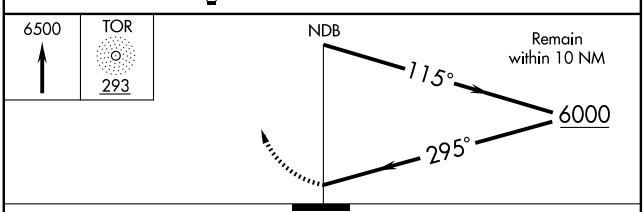
NDB RWY 28
TORRINGTON MUNI (TOR)

NA

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	4720-1	520 (600-1)	4720-1½ 520 (600-1½)	4720-1¾ 520 (600-1¾)
CIRCLING	4720-1	515 (600-1)	4720-1½ 515 (600-1½)	4820-2 615 (700-2)

REIL Rwy 10-28 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

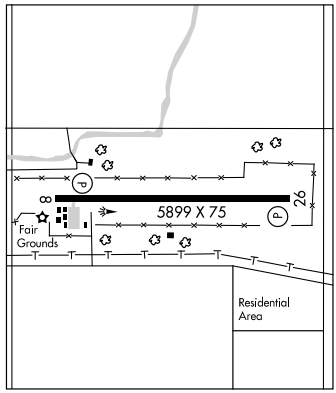
NW-1, 23 SEP 2010 to 21 OCT 2010

UPTON MUNI (83V) 1 SW UTC−7(−6DT) N44°05.43′ W104°38.45′ **CHEYENNE**
4290 B NOTAM FILE CPR
RWY 13–31: 3710X80 (DIRT–GRVL) MIRL
RWY 13: REIL. SAVASI(S2L)—GA 3.0° TCH 25′. **RWY 31:** REIL. SAVASI(S2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. For arpt attendant call 307–468–2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307–468–2441. No regular snow removal. Rwy 13–31 marginal line of sight from rwy ends. +3′ berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13–31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn OTS indef. Radio controlled airplane activity within rwy environment.
COMMUNICATIONS: CTAF/UNICOM 122.8.

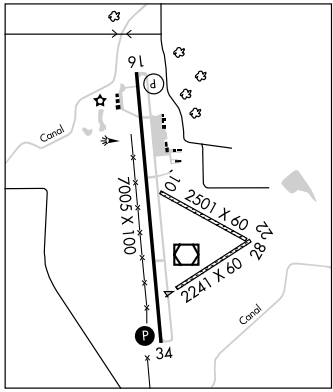
WENZ N42°47.83′ W109°48.21′. NOTAM FILE CPR. **SALT LAKE CITY**
NDB (MHW) 392 PNA at Ralph Wenz Fld. **L–11D**

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC−7(−6DT) N42°03.33′ W104°55.72′ **CHEYENNE**
4776 B NOTAM FILE CPR **H–3F, 5A, L–12F**
RWY 08–26: H5899X75 (ASPH) S–15 MIRL (NSTD) **IAP**
RWY 08: PAPI(P2L)—GA 3.15° TCH 31′. Tree.
RWY 26: PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Unattended. Marginal line of sight Rwy 26 thld to area 3000′ W. Rwy 08–26 NSTD MIRL only three lgts per set of thld lgts. ACTIVATE MIRL Rwy 08–26—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DENVER CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC−7(−6DT) N43°57.94′ W107°57.05′ **CHEYENNE**
4227 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL **H–1E, L–11E**
RWY 16–34: H7005X100 (ASPH–PFC) S–50, D–70 MIRL 0.9% up S **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 10–28: 2501X60 (TURF) 1.5% up SE
RWY 04–22: 2241X60 (TURF) 0.4% up NE
AIRPORT REMARKS: Attended 1300–2330Z‡. Rwy 04–22 and Rwy 10–28 CLOSED Oct 30–Mar 30 yearly. CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (307) 347–4217.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 (CASPER RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25
AIRSPACE: CLASS E svc 1330–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
(L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ at fld. 4190/13E.



YELLOWSTONE RGNL (See CODY)

APP CRS	Rwy ldg	N/A
260°	TDZE	N/A
	Apt Elev	4774

RNAV (GPS)-A

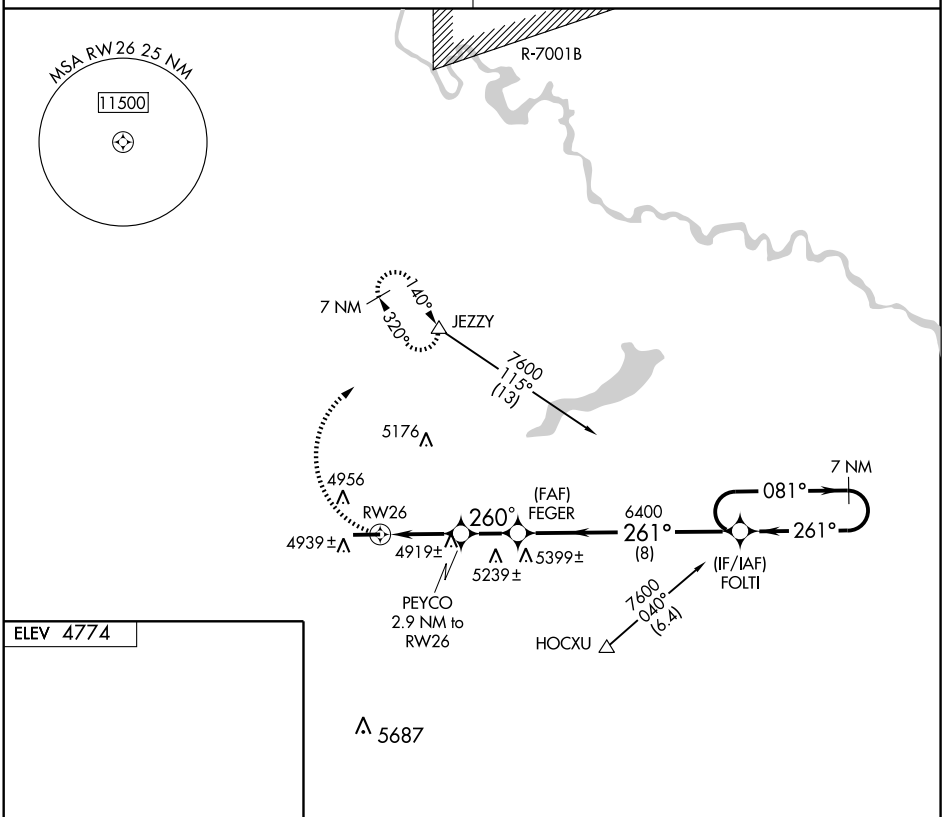
WHEATLAND/ PHIFER AIRFIELD (EAN)

NA

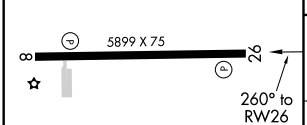
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Torrington altimeter setting; when not received, use Western Neb. Rgnl/William B. Heilig Field altimeter setting and increase all MDAs 100 feet and visibility Cats B/C ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct JEZZY and hold, continue climb-in-hold to 9000.

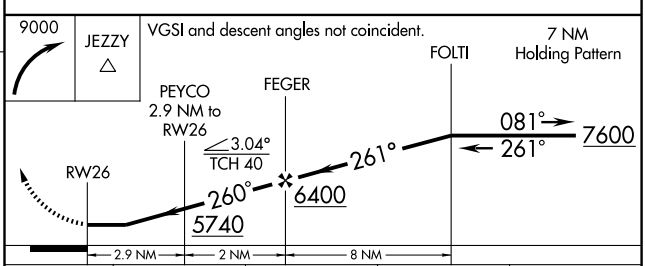
DENVER CENTER	CTAF
135.6 385.6	122.9 L



ELEV 4774



MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
CIRCLING	5440-1 666 (700-1)	5460-1 686 (700-1)	5460-2 686 (700-2)	NA

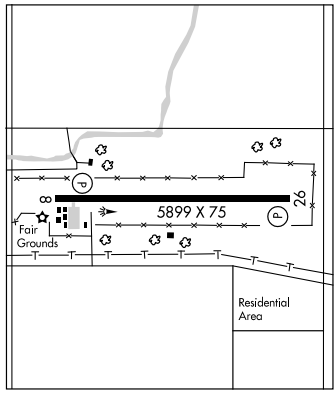
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

UPTON MUNI (83V) 1 SW UTC−7(−6DT) N44°05.43′ W104°38.45′ **CHEYENNE**
4290 B NOTAM FILE CPR
RWY 13–31: 3710X80 (DIRT–GRVL) MIRL
RWY 13: REIL. SAVASI(S2L)—GA 3.0° TCH 25′. **RWY 31:** REIL. SAVASI(S2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. For arpt attendant call 307–468–2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307–468–2441. No regular snow removal. Rwy 13–31 marginal line of sight from rwy ends. +3′ berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13–31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn OTS indef. Radio controlled airplane activity within rwy environment.
COMMUNICATIONS: CTAF/UNICOM 122.8.

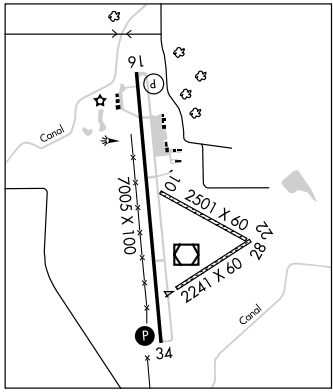
WENZ N42°47.83′ W109°48.21′. NOTAM FILE CPR. **SALT LAKE CITY**
NDB (MHW) 392 PNA at Ralph Wenz Fld. **L–11D**

WHEATLAND

PHIFER AIRFIELD (EAN) 1 E UTC−7(−6DT) N42°03.33′ W104°55.72′ **CHEYENNE**
4776 B NOTAM FILE CPR **H–3F, 5A, L–12F**
RWY 08–26: H5899X75 (ASPH) S–15 MIRL (NSTD) **IAP**
RWY 08: PAPI(P2L)—GA 3.15° TCH 31′. Tree.
RWY 26: PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Unattended. Marginal line of sight Rwy 26 thld to area 3000′ W. Rwy 08–26 NSTD MIRL only three lgts per set of thld lgts. ACTIVATE MIRL Rwy 08–26—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DENVER CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DGW.
HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57′ W105°13.57′ 148° 39.5 NM to fld. 4906/12E.



WORLAND MUNI (WRL) 3 S UTC−7(−6DT) N43°57.94′ W107°57.05′ **CHEYENNE**
4227 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL **H–1E, L–11E**
RWY 16–34: H7005X100 (ASPH–PFC) S–50, D–70 MIRL 0.9% up S **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 10–28: 2501X60 (TURF) 1.5% up SE
RWY 04–22: 2241X60 (TURF) 0.4% up NE
AIRPORT REMARKS: Attended 1300–2330Z‡. Rwy 04–22 and Rwy 10–28 CLOSED Oct 30–Mar 30 yearly. CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 34—CTAF. PAPI Rwy 16 opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (307) 347–4217.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 (CASPER RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.25
AIRSPACE: CLASS E svc 1330–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE WRL.
(L) VORW/DME 114.8 RLY Chan 95 N43°57.85′ W107°57.05′ at fld. 4190/13E.



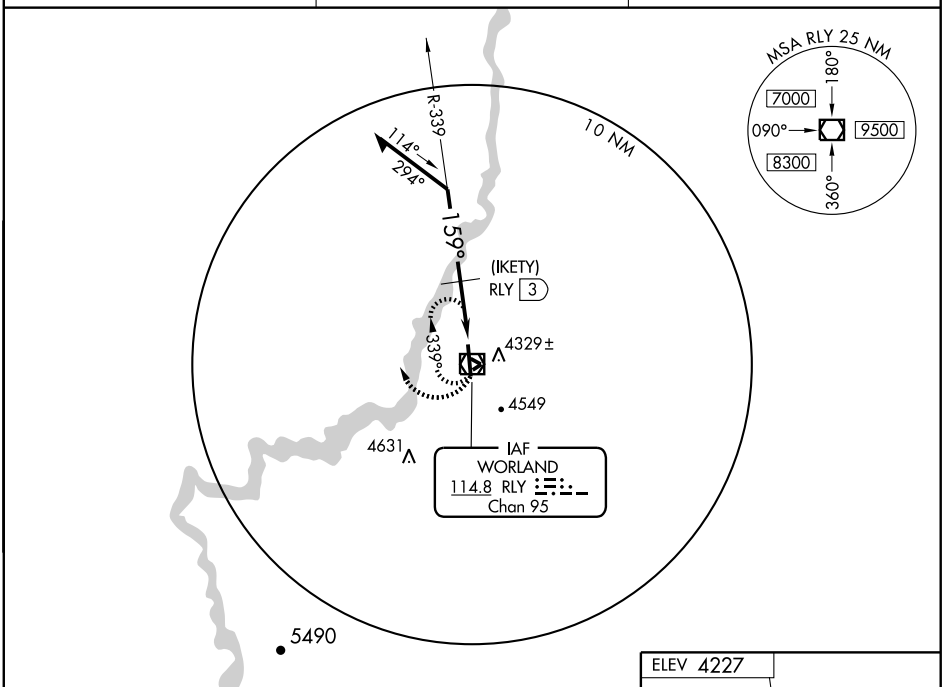
YELLOWSTONE RGNL (See CODY)

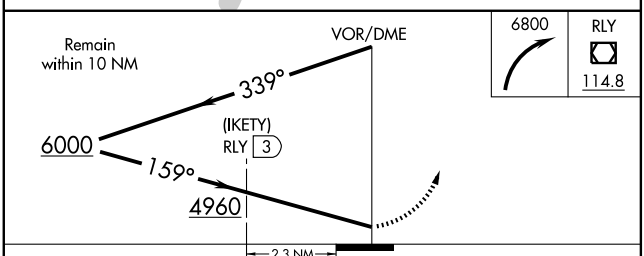
VOR/DME RLY 114.8 Chan 95	APP CRS 159°	Rwy ldg 7005 TDZE 4179 Apt Elev 4227

VOR or GPS RWY 16
WORLAND MUNI (WRL)

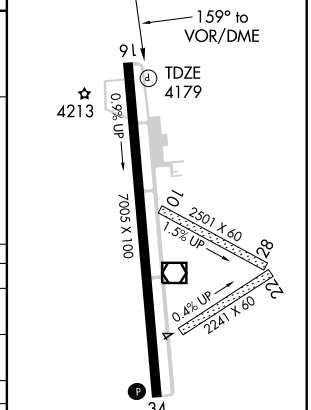
MISSED APPROACH: Climbing right turn to 6800 in RLY VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.475	133.25 285.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-16	4960-1 781 (800-1)	4960-1¼ 781 (800-1¼)	4960-2¼ 781 (800-2¼)	4960-2½ 781 (800-2½)
CIRCLING	4960-1 733 (800-1)	4960-1¼ 733 (800-1¼)	4960-2¼ 733 (800-2¼)	4960-2½ 733 (800-2½)
DME MINIMUMS				
S-16	4600-1 421 (400-1)		4600-1¼ 421 (400-1¼)	
CIRCLING	4840-1 613 (700-1)	4900-1 673 (700-1)	4900-2 673 (700-2)	4900-2¼ 673 (700-2¼)



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010